



U.S. Department
of Homeland Security
**United States
Coast Guard**

LOCAL NOTICE TO MARINERS

District: 11

Week: 23/13

SEND CORRESPONDENCE TO:
COMMANDER
DISTRICT ELEVEN (DPW)
COAST GUARD ISLAND BUILDING 50-2
ALAMEDA, CA 94501-5100

REFERENCES: COMDTPUB P16502.6, Light List Volume VI, 2013 Edition and Coast Pilot Volume 7. Coast Pilots, along with corrections, are available at: <http://www.nauticalcharts.noaa.gov/nsd/cpdownload.htm>.

BROADCAST NOTICE TO MARINERS - Information concerning aids to navigation and waterway management promulgated by BNM 0260-13 to BNM 0271-13 has been incorporated in this notice if still significant.

ABBREVIATIONS

A through H

ADRIFT - Buoy Adrift
AICW - Atlantic Intracoastal Waterway
Al - Alternating
B - Buoy
BKW - Breakwater
bl - Blast
BNM - Broadcast Notice to Mariner
bu - Blue
C - Canadian
CHAN - Channel
CGD - Coast Guard District
C/O - Cut Off
CONT - Contour
CRK - Creek
CONST - Construction
DAYMK/Daymk - Daymark
DBN/Dbn - Daybeacon
DBD/DAYBD - Dayboard
DEFAC - Defaced
DEST - Destroyed
DISCON - Discontinued
DMGD/DAMGD - Damaged
ec - eclipse
EST - Established Aid
ev - every
EVAL - Evaluation
EXT - Extinguished
F - Fixed
fl - flash
Fl - Flashing
G - Green
GIWW - Gulf Intracoastal Waterway
HAZ - Hazard to Navigation
HBR - Harbor
HOR - Horizontal Clearance
HT - Height

I through O

I - Interrupted
ICW - Intracoastal Waterway
IMCH - Improper Characteristic
INL - Inlet
INOP - Not Operating
INT - Intensity
ISL - Islet
Iso - Isophase
kHz - Kilohertz
LAT - Latitude
LB - Lighted Buoy
LBB - Lighted Bell Buoy
LHB - Lighted Horn Buoy
LGB - Lighted Gong Buoy
LONG - Longitude
LNM - Local Notice to Mariners
LT - Light
LT CONT - Light Continuous
LTR - Letter
LWB - Lighted Whistle Buoy
LWP - Left Watching Properly
MHz - Megahertz
MISS/MSNG - Missing
Mo - Morse Code
MRASS - Marine Radio Activated Sound Signal
MSLD - Misleading
N/C - Not Charted
NGA - National Geospatial-Intelligence Agency
NO/NUM - Number
NOS - National Ocean Service
NW - Notice Writer
OBSCU - Obscured
OBST - Obstruction
OBSTR - Obstruction
Oc - Occulting
ODAS - Anchored Oceanographic Data Buoy

P through Z

PRIV - Private Aid
Q - Quick
R - Red
RACON - Radar Transponder Beacon
Ra ref - Radar reflector
RBN - Radio Beacon
REBUILT - Aid Rebuilt
RECOVERED - Aid Recovered
RED - Red Buoy
REFL - Reflective
RRL - Range Rear Light
RELIGHTED - Aid Relit
RELOC - Relocated
RESET ON STATION - Aid Reset on Station
RFL - Range Front Light
RIV - River
RRASS - Remote Radio Activated Sound Signal
s - seconds
SEC - Section
SHL - Shoaling
si - silent
SIG - Signal
SND - Sound
SPM - Single Point Mooring Buoy
SS - Sound Signal
STA - Station
STRUCT - Structure
St M - Statute Mile
TEMP - Temporary Aid Change
TMK - Topmark
TRLB - Temporarily Replaced by Lighted Buoy
TRLT - Temporarily Replaced by Light
TRUB - Temporarily Replaced by Unlighted Buoy
USACE - Army Corps of Engineers
W - White
Y - Yellow

Additional Abbreviations Specific to this LNM Edition: None

SECTION I - SPECIAL NOTICES

This section contains information of special concern to the Mariner.

SUBMITTING INFORMATION FOR PUBLICATION IN THE LOCAL NOTICE TO MARINERS

A complete set of guidelines with examples and contact information can be found at <http://www.uscg.mil/D11/DP/LnmRequest.asp> or call BM2 Austin Wilder at 510-437-2929 or e-mail D11LNM@uscg.mil. Please provide all Local Notice to Mariners submissions 14 days prior to the start of operations.

BRIDGE INFORMATION-DISCREPANCIES AND CORRECTIONS

For bridge related issues during normal working hours Monday through Friday, contact the Coast Guard Eleventh District Bridge Section, Coast Guard Island, Building 50-2, Alameda, CA 94501-5100, telephone: 510-437-3516 Office; 510-219-4366 Cell. For emergencies or discrepancies during nights, weekends and holidays, immediately notify the nearest Coast Guard Sector Command via VHF-FM chan. 16 or via telephone: San Diego & Colorado River 619-278-7031, Los Angeles 310-521-3800, San Francisco 415-399-7300, Eureka 707-839-6100. Flotsam may accumulate on and near bridge piers and abutments. Mariners should approach all bridges with caution.

To REPORT A DELAY AT A DRAWBRIDGE A report form is included in the Enclosures section of this Local Notice to Mariners.

DGPS

For information regarding the DGPS system, or to report GPS, DGPS, or AIS problems, mariners are advised to contact: <http://www.navcen.uscg.gov>, email: nisws@navcen.uscg.gov, or the USCG Navigation Center at 703-313-5900.

2013 U.S. Coast Guard Light Lists

The 2013 edition of the U.S. Coast Guard Light Lists are available. The Light Lists describe aids to navigation, consisting of lights, buoys, daybeacons, sound signals, and electronic aids to navigation in waters of the United States and its possessions. The 2013 edition supersedes the 2012 edition.

Coast Guard Light Lists are sold by the Superintendent of Documents, U.S. Government Printing Office (GPO) and can be ordered by phone: (202) 512-1800; FAX: (202) 512-2250; Web: <http://bookstore.gpo.gov>; or mail: Superintendent of Documents, P.O. Box 371954, Pittsburgh, PA 15250-7954. Light Lists are also available at GPO Bookstores and from GPO Sales Agents. The Light Lists can also be found on the Coast Guard Navigation Center website at <http://www.navcen.uscg.gov>.

LNM: 21/13

406 MHz DISTRESS BEACON BATTERIES

Cospas-Sarsat type approval is conducted with manufacturer installed battery packs in 406 MHz distress beacons. Therefore, the U.S. SARSAT program recommends that 406 MHz distress beacon owners always use manufacturer approved battery packs which have been tested as a part of the original Cospas-Sarsat 406 MHz distress beacon approval and known to meet operational requirements. 406 MHz distress beacon owners should consult their beacon manufacturer or one of their approved service centers to obtain proper battery replacements. Certain aftermarket replacement battery packs that are not approved by the beacon manufacturer have been shown to be of inferior quality and may pose a safety risk and/or failure of the beacon to function properly in a distress situation.

LNM: 21/13

ELECTRONIC NAVIGATION CHARTS

RANGE STRUCTURES: The U.S. Coast Guard has become aware that Coast Guard information used to depict a range line on NOAA Electronic Navigational Charts (ENC) may not be of sufficient accuracy to accurately portray the range line on the ENC. Mariners are cautioned that the position of a range line as shown on an ENC may not reflect its true position.

LNM: 03/11

MARINE DEBRIS

With the increase in ocean debris sightings along the coastlines of the Pacific Ocean, mariners are reminded to submit debris sighting reports to the National Oceanic and Atmospheric Administration (NOAA) Marine Debris Program at DisasterDebris@noaa.gov.

LNM: 25/12

MARINE SAFETY INFORMATION BULLETIN

Some vessel operators are choosing to depart the Traffic Separation Scheme (TSS) established in the Santa Barbara Channel and transit through an area to the south of San Miguel, Santa Rosa and Santa Cruz Islands (referenced herein as "south of the Channel Islands"). As such, the Los Angeles / Long Beach Harbor Safety Committee has published voluntary western traffic lanes for vessels approaching and departing the Ports of Los Angeles and Long Beach.

Mariners transiting through the western and northern approaches to and from the Ports of Los Angeles and Long Beach (LA/LB) are advised the established TSS through the Santa Barbara Channel as shown on NOAA and Admiralty charts is the only International Maritime Organization

(IMO) approved routing measure in this area. An IMO approved TSS reduces the risk of collision by providing for the separation of arriving and departing traffic and minimizing potentially hazardous crossing situations. Mariners, who have traditionally used this approved TSS, are encouraged to continue to do so.

For additional information please see MSIB Voluntary Traffic Lane 11-09.pdf in the Enclosures Section.

LNM: 43/09

NEW EDITION OF U.S. CHART NO. 1

U.S. Chart No. 1, Nautical Chart Symbols, Abbreviations and Terms, Twelfth Edition, 2013, is now available in PDF format through electronic access at the Maritime Safety Information website at <http://msi.nga.mil/NGAPortal/MSI.portal> and from the "U.S. Chart No. 1" webpage of the NOAA Office of Coast Survey website at <http://www.nauticalcharts.noaa.gov/mcd/chartno1.htm>. Printed copies may be purchased through one of the NOAA publishing agent partners listed on the NOAA U.S. Chart No. 1 webpage.

This new edition updates the descriptions and depictions of the basic nautical chart elements and symbols used on NOAA and NGA nautical charts. The document also shows the symbols described in the chart specifications of the International Hydrographic Organization (IHO). For the first time, it also includes the corresponding symbols used to portray Electronic Navigational Chart (ENC) data on Electronic Chart Display and Information Systems (ECDIS) as specified by the IHO.

LNM: 23/13

SAN FRANCISCO TRAFFIC SEPARATION SCHEME AMENDMENT

The International Maritime Organization (IMO) amended the San Francisco Traffic Separation Scheme (TSS) effective 1700 Pacific Standard Time May 31, 2013. The San Francisco TSS is located within the Cordell Bank, Gulf of the Farallones, and Monterey Bay National Marine Sanctuaries, as well as, prime commercial fishing grounds. The Coast Guard maintains a Vessel Traffic Service (VTS) in the port of San Francisco and the TSS is located entirely within the VTS coverage area.

In an effort to enhance navigational safety and mitigate the co-occurrence of endangered marine species with commercial vessel traffic the following TSS adjustments are described below:

- The TSS amendment narrows the Northern approach from its flared configuration to a consistent 3 nautical mile (nm) width that will include a 1nm separation zone and two 1nm wide traffic lanes. In addition, the Northern approach is extended 16.7nm. Lengthening the northern TSS keeps ships on a predictable path in prime fishing areas and concentrate use, thus limiting the area of overlap of ships and endangered marine species. Narrowing the TSS shifts lanes away from an Area of Special Biological Significance (ASBS) near Point Reyes. Finally, a turn in the Northern lane keeps ships away from Cordell Bank, a destination feeding ground for a variety of species including Blue and Humpback whales.
- The TSS amendment narrows the Western approach from its flared configuration to a consistent 3nm overall width which will include a 1nm separation zone and two traffic lanes with a width of 1nm for each lane. In addition, the Western approach is extended over 3nm. Narrowing the TSS will shift the TSS outbound lane away from an ASBS at the Farallon Islands, home to one of the largest seabird colonies in North America. Lengthening the Western TSS keeps ships on a direct course over the edge of the continental shelf, thereby concentrating use and limiting the area of the shelf that is impacted by shipping traffic. This will potentially reduce the risk of whale strikes in areas historically known to have high seasonal whale abundance.
- The TSS amendment extends the Southern approach 8.5 nm with no change in traffic lane width or separation zone width. Extending the Southern approach keeps ships on a predictable path in prime, heavily populated, fishing areas.

The IMO approved coordinates and graphics depicting the TSS amendments are provided in the enclosures section.

LNM: 16/13

SANTA BARBARA CHANNEL TRAFFIC SEPARATION SCHEME AMENDMENT

The International Maritime Organization (IMO) amended the Traffic Separation Scheme (TSS) in the Santa Barbara Channel and the approach to the ports of Los Angeles/Long Beach, effective 1700 Pacific Standard Time May 31, 2013. The TSS amendment reduces the width of the separation zone from 2 nautical miles (nm) to 1 nm by shifting the inbound lane shoreward and away from known whale concentrations. The outbound lane remains unchanged in the current location. Narrowing the separation zone is expected to reduce co-occurrence of ships and whales while maintaining navigation safety. The IMO approved coordinates and graphic depicting the enclosed changes are provided in the enclosures section.

LNM: 16/13

TEMPORARY SAFETY GUIDELINES FOR NAVIGATING IN REDUCED VISIBILITY

In response to the recent allision of the T/V OVERSEAS REYMAR with Pier E of the San Francisco-Oakland Bay Bridge, the Coast Guard Captain of the port of San Francisco and the Harbor Safety Committee have established Temporary Safety Guidelines for Navigating in Reduced Visibility.

The temporary guidelines apply to all vessels 1600 gross tons or greater, tugs with tows 1600 gross tons or greater, and all tugs with tows in petroleum service. Nothing in the guidelines should preclude vessel Master, Pilots and operators from taking proactive measures to ensure the safety of their vessel at all times.

Implementation of these guidelines will be monitored by the Coast Guard Vessel Traffic Service. These guidelines will remain in place until the Navigation work group's comprehensive review of the Harbor Safety committee Guidelines for Navigating in Reduced Visibility is complete. See enclosure section for guidelines TempReducedVis.pdf

LNM: 08/13

U.S. COAST GUARD MEDIUM FREQUENCY (MF) DISTRESS WATCHKEEPING

Mariners are advised that calls to the U.S. Coast Guard on the international radiotelephone distress frequency 2182 kHz or the Digital Selective Calling (DSC) frequency 2187.5 kHz may not be heard or may be severely degraded. Instead of using 2182 kHz for distress calls, mariners should use high frequency (HF) radiotelephone or DSC in the 4, 6, 8, and 12 MHz distress or calling bands. Additional information concerning U.S. Coast Guard HF watchkeeping is posted on the U.S. Coast Guard's Navigation Center website (<http://www.navcen.uscg.gov/?pageName=cgcommsCall>).

LNM: 11/13

U.S. COAST GUARD PRECAUTIONARY TRANSIT NOTIFICATION VICINITY OF FUKUSHIMA, JAPAN

In response to the situation at the Fukushima Nuclear Power Plant in Japan, the U.S. Coast Guard recommends, as a precaution, that vessels avoid transiting within 20 kilometers/10.8 nautical miles of the Fukushima Nuclear Power Plant (37°25.5'N, 141°02.0'E).

Mariners are advised that this recommendation should be considered a minimum distance. Prudent route planning should incorporate prevailing and changing wind and weather conditions, in addition to the other precautionary measures.

In the event a vessel bound for a U.S. port transits within 20 kilometers/10.8 nautical miles of the Fukushima Nuclear Power Plant (37°25.5'N, 141°02.0'E) cautionary area, the U.S. Coast Guard requires the vessel's master to submit transit information, including the date and total time within the 20 kilometers/10.8 nautical miles cautionary area, to the cognizant U.S. Coast Guard Captain of the Port using the comment block in the routine submittal of their 96-hour Advanced Notice of Arrival.

The U.S. Coast Guard will provide an updated notice as additional guidance becomes available. Mariners should keep abreast of information being provided by the government of Japan relating to any further potential impacts.

LNM: 23/11

SECTION II - DISCREPANCIES

This section lists all reported and corrected discrepancies related to Aids to Navigation in this edition. A discrepancy is a change in the status of an aid to navigation that differs from what is published or charted.

DISCREPANCIES (FEDERAL AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
198	NOAA Lighted Buoy	LT EXT	18721	0040-13	04/13	
510	NOAA Environmental Lighted Buoy 46006	ADRIFT	501	0013-13	02/13	
3635	Channel Islands Harbor Breakwater North Light	LT EXT/STRUCT DMGD	18725	0177-12-01	14/12	
4170	San Francisco Main Ship Channel Lighted Buoy 3	OFF STA	18649	0262-13	23/13	
4912	Lash Terminal Approach Lighted Buoy 2	REDUCED INT	18650	0254-13	22/13	
5215	Redwood Creek Light 10	TRLB/STRUCT DEST	18651	0642-11	41/11	
5840	San Rafael Creek Light 1	TRLB/STRUCT DEST	18649	0549-12-02	44/12	
6185	Napa River Range Front Light 14	TRLB/STRUCT DEST	18654	0026-13-02	03/13	
7105	Stockton Channel Range H Rear Light	LT IMCH	18663	0236-13	21/13	
7885	Bodega Harbor Channel Daybeacon 22	MISSING/TRUB	18643	0261-13	23/12	
7885	Bodega Harbor Channel Daybeacon 22	TRUB/STRUCT DEST	18643	0669-12	01/13	
8105	Noyo River Directional Light	LT EXT	18626	0268-13	23/13	

DISCREPANCIES (FEDERAL AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
170	Point Vicente Light	WATCHING PROPERLY	18746	0263-13	23/13	23/13
200	Point Conception Light	WATCHING PROPERLY	18721	0258-13	22/13	23/13
225	San Luis Obispo Light	WATCHING PROPERLY	18704		22/13	23/13
2360	Del Mar Boat Basin Buoy 4	WATCHING PROPERLY	18758	0253-13	22/13	23/13
5675	Richmond Harbor Channel Approach Range Rear Light	WATCHING PROPERLY	18653	0265-13	23/13	23/13

DISCREPANCIES (PRIVATE AIDS)

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
4780	Ballena Bay Light 1	LT EXT	18650	0222-13	19/13	
5810	San Rafael Outfall Light	MISSING	18649	0213-13	19/13	
6286	Benicia-Martinez Highway Bridge Racon B	RAC INOP		0246-13	21/13	

DISCREPANCIES (PRIVATE AIDS) CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
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None

PLATFORM DISCREPANCIES

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

PLATFORM DISCREPANCIES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

SECTION III - TEMPORARY CHANGES and TEMPORARY CHANGES CORRECTED

This section contains temporary changes and corrections to Aids to Navigation for this edition. When charted aids are temporarily relocated for dredging, testing, evaluation, or marking an obstruction, a temporary correction shall be listed in Section IV giving the new position.

TEMPORARY CHANGES

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
190	Port Hueneme Light	Reduced Intensity	18724		50/12	
382	NOAA Environmental Lighted Buoy 46059	DISCONTINUED	18007		22/12	
1495	San Diego Bay Channel Lighted Buoy 5	RELOCATED FOR DREDGING	18773		46/12	
1510	San Diego Bay Channel Lighted Buoy 6	RELOCATED FOR DREDGING	18773		46/12	
1515	San Diego Bay Channel Lighted Buoy 7	RELOCATED FOR DREDGING	18773		46/12	
1545	San Diego Bay Channel Lighted Buoy 8	RELOCATED FOR DREDGING	18773		46/12	
1550	San Diego Bay Channel Lighted Buoy 9	RELOCATED FOR DREDGING	18773		46/12	
1555	San Diego Bay Channel Lighted Buoy 10	RELOCATED FOR DREDGING	18773		46/12	
3585	Port Hueneme Light	Reduced Intensity	18724		50/12	
3855	Morro Bay Channel Lighted Buoy 4	DISCONTINUED FOR DREDGING	18703		20/13	23/13
3856	Morro Bay Channel Lighted Buoy 4A	DISCONTINUED FOR DREDGING	18703		20/13	23/13
3865	Morro Bay Channel Lighted Buoy 6	DISCONTINUED FOR DREDGING	18703		20/13	23/13
3875	Morro Bay Channel Lighted Buoy 8	DISCONTINUED FOR DREDGING	18703		20/13	23/13

4100	Santa Cruz Harbor Buoy 3	DISCONTINUED FOR DREDGING	18685		19/13
8135	Humboldt Bay Lighted Bell Buoy 2	RELOCATED FOR DREDGING	18622	163-13	13/13
8175	Humboldt Bay Lighted Bell Buoy 5	RELOCATED FOR DREDGING	18622	163-13	13/13

TEMPORARY CHANGES CORRECTED

LLNR	Aid Name	Status	Chart No.	BNM Ref.	LNM St	LNM End
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None

PLATFORM TEMPORARY CHANGES

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

PLATFORM TEMPORARY CHANGES CORRECTED

Name	Status	Position	BNM Ref.	LNM St	LNM End
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None

SECTION IV - CHART CORRECTIONS

This section contains corrections to federally and privately maintained Aids to Navigation, as well as NOS corrections.

This section contains corrective actions affecting chart(s). Corrections appear numerically by chart number, and pertain to that chart only.

It is up to the mariner to decide which chart(s) are to be corrected. The following example explains individual elements of a typical chart correction.

Chart Number	Chart Edition	Edition Date	Last Local Notice to Mariners	Horizontal Datum Reference	Source of Correction	Current Local Notice to Mariners
12327	91st Ed.	19-APR-97	Last LNM: 26/97	NAD 83		27/97
Chart Title: NY-NJ-NEW YORK HARBOR - RARITAN RIVER						
Main Panel 2245 NEW YORK HARBOR					CGD01	
(Temp)	ADD	NATIONAL DOCK CHANNEL BUOY 3			at 40-41-09.001N	074-02-48.001W
	Green can					
Corrective Action	Object of Corrective Action				Position	

(Temp) indicates that the chart correction action is temporary in nature. Courses and bearings are given in degrees clockwise from 000 true.

Bearings of light sectors are toward the light from seaward. The nominal range of lights is expressed in nautical miles (NM) unless otherwise noted.

530	33rd Ed.	01-OCT-10	Last LNM: 22/13	NAD 83	23/13
<i>Chart Title: North America West Coast San Diego to Aleutian Islands and Hawaiian Islands</i>					
Main Panel 2405 SAN DIEGO TO ALEUTIAN ISLANDS AND HAWAIIAN ISLANDS. Page/Side: N/A					
DELETE	Cape Mendocino Light (LLNR 480)			CGD11 40-26-23.203N	124-24-21.589W
CHANGE	Humboldt Bay Light HEIGHT TO 98ft.			CGD11 at 40-45-51.391N	124-13-47.730W
18007	33rd Ed.	01-FEB-09	Last LNM: 22/13	NAD 83	23/13
<i>Chart Title: San Francisco to Cape Flattery</i>					
Main Panel 1652 SAN FRANCISCO TO CAPE FLATTERY. Page/Side: N/A					
DELETE	Cape Mendocino Light (LLNR 480)			CGD11 40-26-23.203N	124-24-21.589W
CHANGE	Humboldt Bay Light HEIGHT TO 98ft.			CGD11 at 40-45-51.391N	124-13-47.730W

18010	22nd Ed.	01-SEP-12	Last LNM: 39/12	NAD 83	23/13
<i>ChartTitle: Monterey Bay to Coos Bay</i>					
Main Panel 1653 MONTEREY BAY TO COOS BAY. Page/Side: N/A					
DELETE	Cape Mendocino Light (LLNR 480)	CGD11 40-26-23.203N	124-24-21.589W		
CHANGE	Humboldt Bay Light HEIGHT TO 98ft.	CGD11 at 40-45-51.391N	124-13-47.730W		
18020	39th Ed.	01-JAN-12	Last LNM: 12/10	NAD 83	23/13
<i>ChartTitle: San Diego to Cape Mendocino</i>					
Main Panel 1654 SAN DIEGO TO CAPE MENDOCINO. Page/Side: N/A					
DELETE	Cape Mendocino Light (LLNR 480)	CGD11 40-26-23.203N	124-24-21.589W		
18022	36th Ed.	01-JUN-11	Last LNM: 12/10	NAD 83	23/13
<i>ChartTitle: San Diego to San Francisco Bay</i>					
Main Panel 1655 SAN DIEGO TO SAN FRANCISCO BAY. Page/Side: N/A					
DELETE	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 33-59-34.800N	119-05-12.700W		
DELETE	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 34-16-04.700N	120-19-33.000W		
DELETE	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 34-19-50.300N	120-23-48.900W		
DELETE	Northbound Coastwise Traffic Lane Label; NORTHBOUND COASTWISE TRAFFIC LANE (NOS NW-22661)	NOS 33-53-46.500N	118-53-23.100W		
DELETE	Northbound Coastwise Traffic Lane Label; NORTHBOUND COASTWISE TRAFFIC LANE (NOS NW-22661)	NOS 34-17-06.700N	120-11-22.000W		
DELETE	Separation Zone Label; SEPARATION ZONE (NOS NW-22661)	NOS 33-53-42.800N	118-56-49.000W		
DELETE	Separation Zone Label; SEPARATION ZONE (NOS NW-22661)	NOS 34-15-44.100N	120-12-11.300W		
DELETE	Separation screen F PT 1 OF 8; Chart No. 1: M13 (NOS NW-22661)	NOS 34-25-45.100N	120-51-46.500W		
DELETE	Separation screen F PT 2 OF 8; Chart No. 1: M13 (NOS NW-22661)	NOS 34-04-04.100N	119-15-58.800W		
DELETE	Separation screen F PT 3 OF 8; Chart No. 1: M13 (NOS NW-22661)	NOS 33-37-44.000N	118-20-51.500W		
DELETE	Separation screen F PT 4 OF 8; Chart No. 1: M13 (NOS NW-22661)	NOS 33-37-45.200N	118-17-30.100W		
DELETE	Separation screen F PT 5 OF 8; Chart No. 1: M13 (NOS NW-22661)	NOS 33-36-32.600N	118-17-32.100W		
DELETE	Separation screen F PT 6 OF 8; Chart No. 1: M13 (NOS NW-22661)	NOS 33-36-30.200N	118-23-05.900W		
DELETE	Separation screen F PT 7 OF 8; Chart No. 1: M13 (NOS NW-22661)	NOS 34-02-09.900N	119-17-24.700W		
DELETE	Separation screen F PT 8 OF 8; Chart No. 1: M13 (NOS NW-22661)	NOS 34-23-45.400N	120-52-29.100W		
DELETE	Southbound Coastwise Traffic Lane Label; SOUTHBOUND COASTWISE TRAFFIC LANE (NOS NW-22661)	NOS 34-12-58.000N	120-06-33.000W		
DELETE	Southbound Coastwise Traffic Lane; SOUTHBOUND COASTWISE TRAFFIC LANE (NOS NW-22661)	NOS 33-51-56.500N	118-56-30.100W		
DELETE	Traffic lane C PT 1 OF 4; Chart No.1: M15 (NOS NW-22661)	NOS 34-22-46.500N	120-52-36.500W		
DELETE	Traffic lane C PT 2 OF 4; Chart No.1: M15 (NOS NW-22661)	NOS 34-01-22.000N	119-18-06.600W		
DELETE	Traffic lane C PT 3 OF 4; Chart No.1: M15 (NOS NW-22661)	NOS 33-35-28.800N	118-23-24.600W		
DELETE	Traffic lane C PT 4 OF 4; Chart No.1: M15 (NOS NW-22661)	NOS 33-35-30.500N	118-17-33.800W		
DELETE	Traffic lane D PT 1 OF 4; Chart No.1: M15 (NOS NW-22661)	NOS 34-26-37.800N	120-51-18.100W		
DELETE	Traffic lane D PT 2 OF 4; Chart No.1: M15 (NOS NW-22661)	NOS 34-04-41.700N	119-14-47.500W		
DELETE	Traffic lane D PT 3 OF 4; Chart No.1: M15 (NOS NW-22661)	NOS 33-38-41.300N	118-20-25.800W		

DELETE	Traffic lane D PT 4 OF 4; Chart No.1: M15 (NOS NW-22661)	NOS 33-38-42.400N	118-17-37.900W
DELETE	see note F label; (see note F) (NOS NW-22661)	NOS 33-46-03.700N	118-39-28.600W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 33-42-22.100N	118-34-15.100W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 33-44-19.100N	118-32-53.200W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 33-57-13.600N	119-05-07.200W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 33-58-43.400N	119-03-36.600W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 34-15-04.500N	120-11-35.900W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 34-16-56.600N	120-11-05.300W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 34-23-06.400N	120-46-37.400W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 34-24-51.200N	120-45-48.100W
ADD	IMO AMENDED TRAFFIC SEPARATION SCHEME note; IMO AMENDED TRAFFIC SEPARATION SCHEME Portions of the traffic separation scheme shown on this chart have been amended by the IMO. See IMO COLREG.2/Circ.64. Please be advised that these portions have not been revised by the United States Coast Guard and that the corresponding changes have not been updated in the Code of Federal Regulations (33 CFR part 167). There are differences between the two traffic separation schemes and caution is advised. (NOS NW-22739)	NOS 35-38-42.700N	118-28-17.300W
ADD	North-Westbound Traffic Lane Label; NORTH-WESTBOUND TRAFFIC LANE (NOS NW-22661)	NOS 33-53-07.000N	118-52-04.300W
ADD	Separation Zone Label; SEPARATION ZONE (see note F) (NOS NW-22661)	NOS 34-18-57.600N	120-24-09.600W
ADD	Separation screen G PT 1 OF 8; Chart No. 1: M13 (NOS NW-22661)	NOS 34-25-42.930N	120-51-46.690W
ADD	Separation screen G PT 2 OF 8; Chart No. 1: M13 (NOS NW-22661)	NOS 34-03-52.170N	119-15-37.620W
ADD	Separation screen G PT 3 OF 8; Chart No. 1: M13 (NOS NW-22661)	NOS 33-37-42.030N	118-20-34.170W
ADD	Separation screen G PT 4 OF 8; Chart No. 1: M13 (NOS NW-22661)	NOS 33-37-42.030N	118-17-34.260W
ADD	Separation screen G PT 5 OF 8; Chart No. 1: M13 (NOS NW-22661)	NOS 33-36-29.990N	118-17-35.990W
ADD	Separation screen G PT 6 OF 8; Chart No. 1: M13 (NOS NW-22661)	NOS 33-36-29.990N	118-20-28.770W
ADD	Separation screen G PT 7 OF 8; Chart No. 1: M13 (NOS NW-22661)	NOS 34-02-56.350N	119-16-05.630W
ADD	Separation screen G PT 8 OF 8; Chart No. 1: M13 (NOS NW-22661)	NOS 34-24-45.300N	120-52-05.790W
ADD	South-Eastbound Traffic Lane Label; SOUTH-EASTBOUND TRAFFIC LANE (NOS NW-22661)	NOS 33-51-47.700N	118-53-25.500W
ADD	Traffic lane E PT 1 OF 4; Chart No.1: M15 (NOS NW-22661)	NOS 34-26-40.530N	120-51-27.570W
ADD	Traffic lane E PT 2 OF 4; Chart No.1: M15 (NOS NW-22661)	NOS 34-04-48.000N	119-15-09.600W
ADD	Traffic lane E PT 3 OF 4; Chart No.1: M15 (NOS NW-22661)	NOS 33-38-42.000N	118-20-14.230W
ADD	Traffic lane E PT 4 OF 4; Chart No.1: M15 (NOS NW-22661)	NOS 33-37-42.030N	118-17-34.260W
ADD	Traffic lane H PT 1 OF 4; Chart No.1: M15 (NOS NW-22661)	NOS 34-23-47.740N	120-52-24.900W
ADD	Traffic lane H PT 2 OF 4; Chart No.1: M15 (NOS NW-22661)	NOS 34-02-00.530N	119-16-33.660W
ADD	Traffic lane H PT 3 OF 4; Chart No.1: M15 (NOS NW-22661)	NOS 33-35-30.000N	118-20-48.630W
ADD	Traffic lane H PT 4 OF 4; Chart No.1: M15 (NOS NW-22661)	NOS 33-35-30.000N	118-17-35.990W

Main Panel 1806 POINT ARENA TO TRINIDAD HEAD. Page/Side: N/A

DELETE	Cape Mendocino Light (LLNR 480)	CGD11 40-26-23.203N	124-24-21.589W
CHANGE	Humboldt Bay Light HEIGHT TO 98ft.	CGD11 at 40-45-51.391N	124-13-47.730W

18622 55th Ed. 01-JUN-10 Last LNM: 47/08 NAD 83 23/13

ChartTitle: Humboldt Bay

Main Panel 1809 HUMBOLDT BAY. Page/Side: N/A

CHANGE	Humboldt Bay Light HEIGHT TO 98ft.	CGD11 at 40-45-51.391N	124-13-47.730W
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18623 12th Ed. 01-JAN-12 Last LNM: 10/12 NAD 83 23/13

ChartTitle: Cape Mendocino and vicinity

Main Panel 1810 CAPE MENDOCINO AND VICINITY. Page/Side: N/A

DELETE	Cape Mendocino Light (LLNR 480)	CGD11 40-26-23.203N	124-24-21.589W
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18640 26th Ed. 01-MAY-13 Last LNM: 04/12 NAD 83 23/13

ChartTitle: San Francisco to Point Arena

Main Panel 1816 SAN FRANCISCO TO POINT ARENA. Page/Side: N/A

NEW EDITION	Scale 1: 207,840; New Edition (26 ed, 05/01/13) due to revision to Traffic Separation Scheme This NOAA chart is now available in both the Print-on Demand and digital raster formats. See http://nauticalcharts.noaa.gov/mcd/dole.htm for details. The corresponding traditional paper chart will be available in two to eight weeks.	NOS --	--
DELETE	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 37-36-06.900N	122-56-19.300W
DELETE	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 37-38-25.700N	122-43-30.800W
DELETE	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 37-38-29.700N	122-39-42.500W
DELETE	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 37-39-04.800N	122-57-41.600W
DELETE	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 37-40-03.200N	122-48-11.700W
DELETE	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 37-42-03.300N	122-49-05.900W
DELETE	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 37-48-22.400N	122-50-49.200W
DELETE	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 37-50-02.900N	122-49-03.000W
DELETE	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 37-53-35.400N	123-02-12.200W
DELETE	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 37-56-00.300N	122-59-48.800W
DELETE	Main Traffic Lane Inbound Label; MAIN TRAFFIC LANE INBOUND (NOS NW-22661)	NOS 37-38-02.200N	122-52-15.000W
DELETE	Main Traffic Lane Outbound Label; MAIN TRAFFIC LANE OUTBOUND (NOS NW-22661)	NOS 37-40-15.400N	122-54-01.800W
DELETE	Northern Traffic Lane Inbound Label; NORTHERN TRAFFIC LANE INBOUND (NOS NW-22661)	NOS 37-51-03.500N	122-56-43.200W
DELETE	Northern Traffic Lane Outbound Label; NORTHERN TRAFFIC LANE OUTBOUND (NOS NW-22661)	NOS 37-53-34.400N	122-55-19.800W
DELETE	Separation Zone Label; SEPARATION ZONE (NOS NW-22661)	NOS 37-39-05.800N	122-53-16.100W
DELETE	Separation Zone Label; SEPARATION ZONE (see note E) (NOS NW-22661)	NOS 37-35-36.400N	122-41-57.100W
DELETE	Separation screen DD PT 1 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 37-56-41.400N	123-03-41.500W

DELETE	Separation screen DD PT 2 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 37-48-26.900N	122-47-41.200W
DELETE	Separation screen DD PT 3 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 37-47-43.100N	122-48-14.500W
DELETE	Separation screen DD PT 4 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 37-55-11.900N	123-04-54.000W
DELETE	Separation screen X PT 1 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 37-41-50.500N	122-48-10.300W
DELETE	Separation screen X PT 2 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 37-38-01.600N	122-58-14.100W
DELETE	Separation screen X PT 3 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 37-36-33.300N	122-57-30.500W
DELETE	Separation screen X PT 4 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 37-41-02.700N	122-47-25.000W
DELETE	Separation screen Z PT 1 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 37-39-05.800N	122-43-00.700W
DELETE	Separation screen Z PT 2 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 37-32-07.000N	122-43-00.200W
DELETE	Separation screen Z PT 3 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 37-32-06.400N	122-40-24.000W
DELETE	Separation screen Z PT 4 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 37-39-03.800N	122-40-23.700W
DELETE	Southern Traffic Lane Inbound Label; SOUTHERN TRAFFIC LANE INBOUND (NOS NW-22661)	NOS 37-33-38.100N	122-39-47.700W
DELETE	Southern Traffic Lane Outbound Label; SOUTHERN TRAFFIC LANE OUTBOUND (NOS NW-22661)	NOS 37-33-38.300N	122-43-33.900W
DELETE	Traffic Lane GG PT 1 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 37-53-53.800N	123-06-05.000W
DELETE	Traffic Lane GG PT 2 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 37-46-44.400N	122-48-48.100W
DELETE	Traffic Lane V PT 1 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 37-57-58.600N	123-02-39.100W
DELETE	Traffic Lane V PT 2 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 37-49-16.600N	122-46-50.600W
DELETE	Traffic lane KK PT 1 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 37-42-45.900N	122-48-38.400W
DELETE	Traffic lane KK PT 2 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 37-39-48.000N	122-58-26.900W
DELETE	Traffic lane LL PT 1 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 37-39-22.300N	122-44-18.600W
DELETE	Traffic lane LL PT 2 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 37-32-14.000N	122-44-18.300W
DELETE	Traffic lane MM PT 1 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 37-39-12.200N	122-39-13.000W
DELETE	Traffic lane MM PT 2 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 37-32-09.000N	122-39-12.000W
DELETE	Traffic lane Y PT 1 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 37-40-20.600N	122-46-22.900W
DELETE	Traffic lane Y PT 2 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 37-35-10.900N	122-56-19.300W
DELETE	note E label; (see note E) (NOS NW-22661)	NOS 37-56-01.200N	123-04-32.500W
DELETE	see note E label; (see note E) (NOS NW-22661)	NOS 37-37-06.200N	122-58-08.900W
CHANGE	Area To Be Avoided; (Chart No.1: M29.1) with a 1/2 mile radius (NOS NW-22661)	NOS 37-45-00.000N	122-41-30.000W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 37-34-27.600N	122-59-00.400W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 37-35-51.700N	123-00-10.800W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 37-36-30.600N	122-43-25.200W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 37-36-39.900N	122-39-34.100W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 37-39-30.400N	122-48-42.300W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 37-41-29.300N	122-50-18.400W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 37-54-20.500N	123-04-40.700W

ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	37-56-15.700N	123-02-58.300W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 38-02-33.700N	123-13-24.800W
ADD	IMO AMENDED TRAFFIC SEPARATION SCHEME note; IMO AMENDED TRAFFIC SEPARATION SCHEME Portions of the traffic separation scheme shown on this chart have been amended by the IMO. See IMO COLREG.2/Circ.64. Please be advised that these portions have not been revised by the United States Coast Guard and that the corresponding changes have not been updated in the Code of Federal Regulations (33 CFR part 167). There are differences between the two traffic separation schemes and caution is advised. (NOS NW-22739)	NOS 38-26-56.300N	122-44-49.200W
ADD	North-Eastbound Traffic Lane Label; NORTH-EASTBOUND TRAFFIC LANE (NOS NW-22661)	NOS 37-36-00.100N	122-56-07.400W
ADD	North-Westbound Traffic Lane Label; NORTH-WESTBOUND TRAFFIC LANE (NOS NW-22661)	NOS 37-55-12.300N	123-00-36.900W
ADD	Northern Traffic Lane Label; NORTHERN TRAFFIC LANE (NOS NW-22661)	NOS 37-35-07.200N	122-39-32.300W
ADD	Precautionary Area EE PT 01 OF 10; Chart No.1: M24 (NOS NW-22661)	NOS 37-50-18.700N	122-38-00.100W
ADD	Precautionary Area EE PT 02 OF 10; Chart No.1: M24 (NOS NW-22661)	NOS 37-50-59.000N	122-41-35.300W
ADD	Precautionary Area EE PT 03 OF 10; Chart No.1: M24 (NOS NW-22661)	NOS 37-50-18.500N	122-44-59.800W
ADD	Precautionary Area EE PT 04 OF 10; Chart No.1: M24 (NOS NW-22661)	NOS 37-47-51.600N	122-48-10.000W
ADD	Precautionary Area EE PT 05 OF 10; Chart No.1: M24 (NOS NW-22661)	NOS 37-44-48.800N	122-49-04.600W
ADD	Precautionary Area EE PT 06 OF 10; Chart No.1: M24 (NOS NW-22661)	NOS 37-42-41.900N	122-48-29.700W
ADD	Precautionary Area EE PT 07 OF 10; Chart No.1: M24 (NOS NW-22661)	NOS 37-40-18.800N	122-46-14.300W
ADD	Precautionary Area EE PT 08 OF 10; Chart No.1: M24 (NOS NW-22661)	NOS 37-39-00.400N	122-41-10.700W
ADD	Precautionary Area EE PT 09 OF 10; Chart No.1: M24 (NOS NW-22661)	NOS 37-40-13.200N	122-36-55.400W
ADD	Precautionary Area EE PT 10 OF 10; Chart No.1: M24 (NOS NW-22661)	NOS 37-42-38.400N	122-34-31.900W
ADD	Separation Zone Label; SEPARATION ZONE (see note E) (NOS NW-22661)	NOS 37-34-17.200N	122-41-33.600W
ADD	Separation Zone Label; SEPARATION ZONE (see note E) (NOS NW-22661)	NOS 37-36-38.000N	122-56-45.100W
ADD	Separation Zone Label; SEPARATION ZONE (see note E) (NOS NW-22661)	NOS 37-52-24.100N	122-57-24.200W
ADD	Separation screen AA PT 1 OF 6; Chart No. 1: M13 (NOS NW-22661)	NOS 37-48-31.200N	122-47-38.040W
ADD	Separation screen AA PT 2 OF 6; Chart No. 1: M13 (NOS NW-22661)	NOS 37-58-26.720N	123-09-29.180W
ADD	Separation screen AA PT 3 OF 6; Chart No. 1: M13 (NOS NW-22661)	NOS 38-09-05.410N	123-20-49.340W
ADD	Separation screen AA PT 4 OF 6; Chart No. 1: M13 (NOS NW-22661)	NOS 38-08-01.680N	123-21-20.660W
ADD	Separation screen AA PT 5 OF 6; Chart No. 1: M13 (NOS NW-22661)	NOS 37-57-40.050N	123-10-18.800W
ADD	Separation screen AA PT 6 OF 6; Chart No. 1: M13 (NOS NW-22661)	NOS 37-47-39.830N	122-48-17.540W
ADD	Separation screen CC PT 1 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 37-39-07.350N	122-43-00.000W
ADD	Separation screen CC PT 2 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 37-32-07.100N	122-43-00.200W
ADD	Separation screen CC PT 3 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 37-32-07.100N	122-40-23.800W
ADD	Separation screen CC PT 4 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 37-39-03.920N	122-40-24.000W
ADD	Separation screen W PT 1 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 37-41-54.180N	122-47-59.420W

ADD	Separation screen W PT 2 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 37-33-32.220N	123-03-47.580W
ADD	Separation screen W PT 3 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 37-32-42.220N	123-03-05.730W
ADD	Separation screen W PT 4 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 37-41-05.580N	122-47-15.100W
ADD	South-Eastbound Traffic Lane Label; SOUTH-EASTBOUND TRAFFIC LANE (NOS NW-22661)	NOS 37-53-49.400N	123-03-31.500W
ADD	South-Westbound Traffic Lane Label; SOUTH-WESTBOUND TRAFFIC LANE (NOS NW-22661)	NOS 37-37-18.100N	122-57-24.700W
ADD	Southern Traffic Lane Label; SOUTHERN TRAFFIC LANE (NOS NW-22661)	NOS 37-34-19.600N	122-43-24.500W
ADD	Traffic Lane FF PT 1 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 37-42-48.350N	122-48-33.190W
ADD	Traffic Lane FF PT 2 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 37-34-22.210N	123-04-29.430W
ADD	Traffic lane BB PT 1 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 37-39-24.880N	122-44-15.560W
ADD	Traffic lane BB PT 2 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 37-32-07.100N	122-44-15.300W
ADD	Traffic lane HH PT 1 OF 3; Chart No.1: M15 (NOS NW-22661)	NOS 38-10-08.550N	123-20-17.410W
ADD	Traffic lane HH PT 2 OF 3; Chart No.1: M15 (NOS NW-22661)	NOS 37-59-13.370N	123-08-39.550W
ADD	Traffic lane HH PT 3 OF 3; Chart No.1: M15 (NOS NW-22661)	NOS 37-49-17.490N	122-46-47.380W
ADD	Traffic lane II PT 1 OF 3; Chart No.1: M15 (NOS NW-22661)	NOS 38-06-55.070N	123-21-48.920W
ADD	Traffic lane II PT 2 OF 3; Chart No.1: M15 (NOS NW-22661)	NOS 37-56-53.380N	123-11-08.430W
ADD	Traffic lane II PT 3 OF 3; Chart No.1: M15 (NOS NW-22661)	NOS 37-46-43.270N	122-48-45.720W
ADD	Traffic lane JJ PT 1 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 37-40-22.780N	122-46-19.810W
ADD	Traffic lane JJ PT 2 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 37-32-07.600N	123-01-54.800W
ADD	Traffic lane NN PT 1 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 37-39-18.030N	122-39-08.440W
ADD	Traffic lane NN PT 2 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 37-32-16.800N	122-39-08.400W
ADD	directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 38-01-35.300N	123-15-03.000W

18645 28th Ed. 01-MAY-13 Last LNM: 04/12 NAD 83 23/13

ChartTitle: Gulf of the Farallones;Southeast Farallon

Main Panel 1819 GULF OF THE FARALLONES. Page/Side: N/A

NEW EDITION	Scale 1: 100,000; New Edition (28 ed, 05/01/13) due to revision to Traffic Separation Scheme This NOAA chart is now available in both the Print-on Demand and digital raster formats. See http://nauticalcharts.noaa.gov/mcd/dole.htm for details. The corresponding traditional paper chart will be available in two to eight weeks.	NOS --	--
DELETE	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 37-30-37.000N	122-39-43.100W
DELETE	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 37-30-39.800N	122-43-34.000W
DELETE	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 37-36-25.800N	122-39-39.000W
DELETE	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 37-36-37.600N	122-55-09.500W
DELETE	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 37-36-54.400N	122-43-37.900W
DELETE	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 37-39-01.100N	122-57-41.200W
DELETE	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 37-39-38.500N	122-48-58.600W
DELETE	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 37-41-25.500N	122-50-44.000W

DELETE	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 37-48-17.600N	122-51-08.900W
DELETE	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 37-50-04.200N	122-49-36.800W
DELETE	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 37-53-00.100N	123-02-07.400W
DELETE	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 37-55-51.800N	123-00-28.500W
DELETE	Main Traffic Lane Inbound Label; MAIN TRAFFIC LANE INBOUND (NOS NW-22661)	NOS 37-38-02.200N	122-52-15.000W
DELETE	Main Traffic Lane Outbound Label; MAIN TRAFFIC LANE OUTBOUND (NOS NW-22661)	NOS 37-40-15.400N	122-54-01.800W
DELETE	Northern Traffic Lane Inbound Label; NORTHERN TRAFFIC LANE INBOUND (NOS NW-22661)	NOS 37-50-39.300N	122-56-37.100W
DELETE	Northern Traffic Lane Outbound Label; NORTHERN TRAFFIC LANE OUTBOUND (NOS NW-22661)	NOS 37-53-18.100N	122-55-41.600W
DELETE	Precautionary Area HHH PT 01 OF 12; Chart No.1: M24 (NOS NW-22661)	NOS 37-50-18.700N	122-37-59.800W
DELETE	Precautionary Area HHH PT 02 OF 12; Chart No.1: M24 (NOS NW-22661)	NOS 37-45-53.900N	122-38-00.000W
DELETE	Precautionary Area HHH PT 03 OF 12; Chart No.1: M24 (NOS NW-22661)	NOS 37-42-38.200N	122-34-32.300W
DELETE	Precautionary Area HHH PT 04 OF 12; Chart No.1: M24 (NOS NW-22661)	NOS 37-39-58.500N	122-37-14.100W
DELETE	Precautionary Area HHH PT 05 OF 12; Chart No.1: M24 (NOS NW-22661)	NOS 37-38-59.700N	122-41-18.100W
DELETE	Precautionary Area HHH PT 06 OF 12; Chart No.1: M24 (NOS NW-22661)	NOS 37-39-37.300N	122-44-55.300W
DELETE	Precautionary Area HHH PT 07 OF 12; Chart No.1: M24 (NOS NW-22661)	NOS 37-41-29.800N	122-47-39.200W
DELETE	Precautionary Area HHH PT 08 OF 12; Chart No.1: M24 (NOS NW-22661)	NOS 37-44-21.100N	122-49-02.900W
DELETE	Precautionary Area HHH PT 09 OF 12; Chart No.1: M24 (NOS NW-22661)	NOS 37-47-06.500N	122-48-35.300W
DELETE	Precautionary Area HHH PT 10 OF 12; Chart No.1: M24 (NOS NW-22661)	NOS 37-49-51.200N	122-45-53.200W
DELETE	Precautionary Area HHH PT 11 OF 12; Chart No.1: M24 (NOS NW-22661)	NOS 37-50-56.100N	122-42-29.300W
DELETE	Precautionary Area HHH PT 12 OF 12; Chart No.1: M24 (NOS NW-22661)	NOS 37-50-18.700N	122-37-59.800W
DELETE	Separation Zone Label; SEPARATION ZONE (NOS NW-22661)	NOS 37-39-17.700N	122-52-53.300W
DELETE	Separation Zone Label; SEPARATION ZONE (NOS NW-22661)	NOS 37-52-11.100N	122-56-28.800W
DELETE	Separation Zone Label; SEPARATION ZONE (see note C) (NOS NW-22661)	NOS 37-33-33.900N	122-41-42.900W
DELETE	Separation screen AAA PT 1 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 37-38-05.900N	122-58-05.700W
DELETE	Separation screen AAA PT 2 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 37-41-54.600N	122-47-58.700W
DELETE	Separation screen AAA PT 3 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 37-41-05.200N	122-47-13.600W
DELETE	Separation screen AAA PT 4 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 37-36-29.800N	122-57-17.600W
DELETE	Separation screen GGG PT 1 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 37-27-01.200N	122-43-00.000W

DELETE	Separation screen GGG PT 2 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 37-39-07.200N	122-42-59.900W
DELETE	Separation screen GGG PT 3 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 37-39-03.600N	122-40-24.100W
DELETE	Separation screen GGG PT 4 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 37-27-01.000N	122-40-23.900W
DELETE	Separation screen YY PT 1 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 37-56-41.400N	123-03-41.500W
DELETE	Separation screen YY PT 2 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 37-48-26.900N	122-47-41.200W
DELETE	Separation screen YY PT 3 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 37-47-43.100N	122-48-14.500W
DELETE	Separation screen YY PT 4 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 37-55-11.900N	123-04-54.000W
DELETE	Southern Traffic Lane Inbound Label; SOUTHERN TRAFFIC LANE INBOUND (NOS NW-22661)	NOS 37-33-38.100N	122-39-47.700W
DELETE	Southern Traffic Lane Outbound Label; SOUTHERN TRAFFIC LANE OUTBOUND (NOS NW-22661)	NOS 37-33-38.300N	122-43-33.900W
DELETE	Traffic Lane BBB PT 1 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 37-27-00.600N	122-44-17.700W
DELETE	Traffic Lane BBB PT 2 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 37-39-24.600N	122-44-17.700W
DELETE	Traffic Lane EEE PT 1 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 37-53-53.800N	123-06-05.000W
DELETE	Traffic Lane EEE PT 2 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 37-46-44.400N	122-48-48.100W
DELETE	Traffic Lane FFF PT 1 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 37-35-00.500N	122-56-28.300W
DELETE	Traffic Lane FFF PT 2 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 37-40-22.600N	122-46-20.100W
DELETE	Traffic Lane OO PT 1 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 37-57-58.600N	123-02-39.100W
DELETE	Traffic Lane OO PT 2 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 37-49-16.600N	122-46-50.600W
DELETE	Traffic Lane VV PT 1 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 37-27-01.100N	122-39-11.800W
DELETE	Traffic Lane VV PT 2 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 37-39-16.100N	122-39-11.800W
DELETE	Traffic Lane ZZ PT 1 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 37-39-36.000N	122-58-47.500W
DELETE	Traffic Lane ZZ PT 2 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 37-42-46.400N	122-48-35.100W
DELETE	see note C label; (see note C) (NOS NW-22661)	NOS 37-37-16.800N	122-57-55.900W
DELETE	see note C label; (see note C) (NOS NW-22661)	NOS 37-56-03.300N	123-04-33.600W
CHANGE	Area To Be Avoided; (Chart No.1: M29.1) with a 1/2 mile radius (NOS NW-22661)	NOS 37-45-00.000N	122-41-30.000W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 37-27-55.200N	122-43-50.200W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 37-27-56.300N	122-39-33.500W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 37-32-14.600N	122-43-25.100W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 37-32-15.100N	122-39-58.700W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 37-33-01.500N	123-00-58.500W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 37-35-00.800N	123-02-32.000W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 37-36-35.400N	122-43-50.100W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 37-36-39.900N	122-39-34.100W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 37-36-40.700N	122-54-49.000W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 37-38-04.900N	122-55-57.900W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 37-39-57.300N	122-47-52.200W

ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	37-41-44.900N	122-49-48.000W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 37-48-01.500N	122-51-13.200W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 37-50-18.600N	122-49-27.700W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 37-51-48.800N	122-57-52.300W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 37-53-07.500N	122-56-55.100W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 37-54-56.700N	123-06-26.200W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 37-57-14.500N	123-04-44.100W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 38-01-50.000N	123-15-01.400W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 38-02-38.800N	123-13-40.900W
ADD	IMO AMENDED TRAFFIC SEPARATION SCHEME note; IMO AMENDED TRAFFIC SEPARATION SCHEME Portions of the traffic separation scheme shown on this chart have been amended by the IMO. See IMO COLREG.2/Circ.64. Please be advised that these portions have not been revised by the United States Coast Guard and that the corresponding changes have not been updated in the Code of Federal Regulations (33 CFR part 167). There are differences between the two traffic separation schemes and caution is advised. (NOS NW-22739)	NOS 38-04-58.100N	122-47-20.200W
ADD	North-Eastbound Traffic Lane Label; NORTH-EASTBOUND TRAFFIC LANE (NOS NW-22661)	NOS 37-36-00.100N	122-56-07.400W
ADD	North-Westbound Traffic Lane Label; NORTH-WESTBOUND TRAFFIC LANE (NOS NW-22661)	NOS 37-53-49.600N	122-58-29.700W
ADD	North-Westbound Traffic Lane Label; NORTH-WESTBOUND TRAFFIC LANE (NOS NW-22661)	NOS 37-57-59.600N	123-06-24.600W
ADD	Northern Traffic Lane Label; NORTHERN TRAFFIC LANE (NOS NW-22661)	NOS 37-35-07.200N	122-39-32.300W
ADD	Precautionary Area WW PT 01 OF 12; Chart No.1: M24 (NOS NW-22661)	NOS 37-50-18.700N	122-38-00.100W
ADD	Precautionary Area WW PT 02 OF 12; Chart No.1: M24 (NOS NW-22661)	NOS 37-50-59.000N	122-41-35.300W
ADD	Precautionary Area WW PT 03 OF 12; Chart No.1: M24 (NOS NW-22661)	NOS 37-50-18.500N	122-44-59.800W
ADD	Precautionary Area WW PT 04 OF 12; Chart No.1: M24 (NOS NW-22661)	NOS 37-47-51.600N	122-48-10.000W
ADD	Precautionary Area WW PT 05 OF 12; Chart No.1: M24 (NOS NW-22661)	NOS 37-44-48.800N	122-49-04.600W
ADD	Precautionary Area WW PT 06 OF 12; Chart No.1: M24 (NOS NW-22661)	NOS 37-42-41.900N	122-48-29.700W
ADD	Precautionary Area WW PT 07 OF 12; Chart No.1: M24 (NOS NW-22661)	NOS 37-40-18.800N	122-46-14.300W
ADD	Precautionary Area WW PT 08 OF 12; Chart No.1: M24 (NOS NW-22661)	NOS 37-39-00.400N	122-41-10.700W
ADD	Precautionary Area WW PT 09 OF 12; Chart No.1: M24 (NOS NW-22661)	NOS 37-40-13.200N	122-36-55.400W
ADD	Precautionary Area WW PT 10 OF 12; Chart No.1: M24 (NOS NW-22661)	NOS 37-42-38.400N	122-34-31.900W
ADD	Precautionary Area WW PT 11 OF 12; Chart No.1: M24 (NOS NW-22661)	NOS 37-45-54.300N	122-38-00.000W
		NOS	

ADD	Precautionary Area WW PT 12 OF 12; Chart No.1: M24 (NOS NW-22661)	37-50-18.700N	122-38-00.100W
ADD	Separation Zone Label; SEPARATION ZONE (see note C) (NOS NW-22661)	NOS 37-34-49.800N	122-41-41.000W
ADD	Separation Zone Label; SEPARATION ZONE (see note C) (NOS NW-22661)	NOS 37-36-18.800N	122-57-23.300W
ADD	Separation Zone Label; SEPARATION ZONE (see note C) (NOS NW-22661)	NOS 37-51-55.100N	122-56-25.100W
ADD	Separation Zone Label; SEPARATION ZONE (see note C) (NOS NW-22661)	NOS 37-56-51.100N	123-07-17.800W
ADD	Separation screen PP PT 1 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 37-41-54.180N	122-47-59.420W
ADD	Separation screen PP PT 2 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 37-33-32.220N	123-03-47.580W
ADD	Separation screen PP PT 3 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 37-32-42.220N	123-03-05.730W
ADD	Separation screen PP PT 4 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 37-41-05.580N	122-47-15.100W
ADD	Separation screen SS PT 1 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 37-39-07.350N	122-43-00.000W
ADD	Separation screen SS PT 2 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 37-27-01.200N	122-43-00.200W
ADD	Separation screen SS PT 3 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 37-27-01.300N	122-40-23.800W
ADD	Separation screen SS PT 4 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 37-39-03.920N	122-40-24.000W
ADD	Separation screen UU PT 1 OF 6; Chart No. 1: M13 (NOS NW-22661)	NOS 37-48-31.200N	122-47-38.040W
ADD	Separation screen UU PT 2 OF 6; Chart No. 1: M13 (NOS NW-22661)	NOS 37-58-26.720N	123-09-29.180W
ADD	Separation screen UU PT 3 OF 6; Chart No. 1: M13 (NOS NW-22661)	NOS 38-04-59.000N	123-16-27.600W
ADD	Separation screen UU PT 4 OF 6; Chart No. 1: M13 (NOS NW-22661)	NOS 38-04-59.000N	123-18-07.300W
ADD	Separation screen UU PT 5 OF 6; Chart No. 1: M13 (NOS NW-22661)	NOS 37-57-40.050N	123-10-18.800W
ADD	Separation screen UU PT 6 OF 6; Chart No. 1: M13 (NOS NW-22661)	NOS 37-47-39.830N	122-48-17.540W
ADD	South-Eastbound Traffic Lane Label; SOUTH-EASTBOUND TRAFFIC LANE (NOS NW-22661)	NOS 37-50-57.500N	122-55-57.700W
ADD	South-Eastbound Traffic Lane Label; SOUTH-EASTBOUND TRAFFIC LANE (NOS NW-22661)	NOS 37-54-13.800N	123-04-49.000W
ADD	South-Westbound Traffic Lane Label; SOUTH-WESTBOUND TRAFFIC LANE (NOS NW-22661)	NOS 37-37-18.100N	122-57-24.700W
ADD	Southern Traffic Lane Label; SOUTHERN TRAFFIC LANE (NOS NW-22661)	NOS 37-35-24.900N	122-43-49.800W
ADD	Traffic Lane CCC PT 1 OF 3; Chart No.1: M15 (NOS NW-22661)	NOS 38-04-59.000N	123-14-48.400W
ADD	Traffic Lane CCC PT 2 OF 3; Chart No.1: M15 (NOS NW-22661)	NOS 37-59-13.370N	123-08-39.550W
ADD	Traffic Lane CCC PT 3 OF 3; Chart No.1: M15 (NOS NW-22661)	NOS 37-49-17.490N	122-46-47.380W
ADD	Traffic Lane DDD PT 1 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 37-42-48.350N	122-48-33.190W
ADD	Traffic Lane DDD PT 2 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 37-34-22.210N	123-04-29.430W
ADD	Traffic Lane QQ PT 1 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 37-40-22.780N	122-46-19.810W
ADD	Traffic Lane QQ PT 2 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 37-31-52.210N	123-02-23.870W
ADD	Traffic Lane RR PT 1 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 37-39-24.880N	122-44-15.560W
ADD	Traffic Lane RR PT 2 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 37-27-01.200N	122-44-15.400W

ADD	Traffic Lane TT PT 1 OF 2; Chart No.1: M15 (NOS NW-22661)	37-39-18.030N NOS	122-39-08.440W
ADD	Traffic Lane TT PT 2 OF 2; Chart No.1: M15 (NOS NW-22661)	37-27-01.500N NOS	122-39-08.300W
ADD	Traffic Lane XX PT 1 OF 3; Chart No.1: M15 (NOS NW-22661)	38-04-59.000N NOS	123-19-46.200W
ADD	Traffic Lane XX PT 2 OF 3; Chart No.1: M15 (NOS NW-22661)	37-56-53.380N NOS	123-11-08.430W
ADD	Traffic Lane XX PT 3 OF 3; Chart No.1: M15 (NOS NW-22661)	37-46-43.270N	122-48-45.720W

18647 16th Ed. 01-MAR-09 Last LNM: 03/08 NAD 83 23/13
ChartTitle: Drakes Bay

Main Panel 1821 DRAKES BAY. Page/Side: N/A

DELETE	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 37-51-11.200N	122-57-56.800W
DELETE	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 37-52-17.100N	122-53-46.800W
DELETE	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 37-52-51.500N	123-01-27.600W
DELETE	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 37-55-03.300N	122-59-14.900W
DELETE	Northern Traffic Lane Inbound Label; NORTHERN TRAFFIC LANE INBOUND (NOS NW-22661)	NOS 37-52-01.700N	122-59-45.900W
DELETE	Northern Traffic Lane Outbound Label; NORTHERN TRAFFIC LANE OUTBOUND (NOS NW-22661)	NOS 37-54-19.200N	122-57-56.800W
DELETE	Separation Zone Label; SEPARATION ZONE (NOS NW-22661)	NOS 37-52-36.600N	122-57-30.200W
DELETE	Separation screen III PT 1 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 37-55-37.200N	123-01-46.000W
DELETE	Separation screen III PT 2 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 37-51-00.100N	122-52-50.700W
DELETE	Separation screen III PT 3 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 37-51-00.000N	122-55-38.300W
DELETE	Separation screen III PT 4 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 37-53-41.800N	123-01-46.000W
DELETE	Traffic Lane MMM PT 1 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 37-51-50.200N	123-01-46.000W
DELETE	Traffic Lane MMM PT 2 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 37-51-00.400N	122-59-31.200W
DELETE	Traffic Lane NNN PT 1 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 37-57-23.000N	123-01-45.800W
DELETE	Traffic Lane NNN PT 2 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 37-51-00.500N	122-49-52.800W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 37-51-14.700N	122-58-01.100W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 37-52-08.300N	122-53-51.000W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 37-52-24.800N	122-59-18.500W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 37-52-49.200N	123-01-21.700W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 37-53-06.100N	122-57-08.300W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 37-54-49.100N	122-59-38.900W
ADD	IMO AMENDED TRAFFIC SEPARATION SCHEME note; IMO AMENDED TRAFFIC SEPARATION SCHEME Portions of the traffic separation scheme shown on this chart have been amended by the IMO. See IMO COLREG.2/Circ.64. Please be advised that these portions have not been revised by the United States Coast Guard and that the corresponding changes have not been updated in the Code of Federal Regulations (33 CFR part 167). There are differences between the two traffic separation schemes and caution is advised. (NOS NW-22739)	NOS 38-02-28.000N	122-57-59.300W
ADD	North-Westbound Traffic Lane Label; NORTH-WESTBOUND TRAFFIC LANE (NOS NW-22661)	NOS 37-54-03.200N	122-57-57.000W
ADD	Separation Zone Label; SEPARATION ZONE (see note C) (NOS NW-	NOS 37-52-31.600N	122-57-39.800W

	22661)			
ADD	Separation screen KKK PT 1 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 37-54-56.520N		123-01-46.050W
ADD	Separation screen KKK PT 2 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 37-50-59.850N		122-53-05.030W
ADD	Separation screen KKK PT 3 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 37-50-59.910N		122-55-37.640W
ADD	Separation screen KKK PT 4 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 37-53-47.260N		123-01-46.010W
ADD	South-Eastbound Traffic Lane Label; SOUTH-EASTBOUND TRAFFIC LANE (NOS NW-22661)	NOS 37-52-00.100N		122-59-32.600W
ADD	Traffic Lane JJJ PT 1 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 37-52-37.980N		123-01-45.990W
ADD	Traffic Lane JJJ PT 2 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 37-50-59.850N		122-58-10.000W
ADD	Traffic Lane LLL PT 1 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 37-56-05.730N		123-01-46.070W
ADD	Traffic Lane LLL PT 2 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 37-50-59.910N		122-50-32.650W

18649 67th Ed. 01-DEC-09 Last LNM: 21/12 NAD 83 23/13

ChartTitle: Entrance to San Francisco Bay

Main Panel 1823 SAN FRANCISCO ENTRANCE. Page/Side: N/A

DELETE	Precautionary Area OOO PT 1 OF 7; Chart No.1: M24 (NOS NW-22661)	NOS 37-42-00.900N		122-35-00.000W
DELETE	Precautionary Area OOO PT 2 OF 7; Chart No.1: M24 (NOS NW-22661)	NOS 37-42-40.800N		122-34-35.500W
DELETE	Precautionary Area OOO PT 3 OF 7; Chart No.1: M24 (NOS NW-22661)	NOS 37-45-47.400N		122-37-53.700W
DELETE	Precautionary Area OOO PT 4 OF 7; Chart No.1: M24 (NOS NW-22661)	NOS 37-46-08.300N		122-38-00.400W
DELETE	Precautionary Area OOO PT 5 OF 7; Chart No.1: M24 (NOS NW-22661)	NOS 37-50-18.600N		122-38-00.400W
DELETE	Precautionary Area OOO PT 6 OF 7; Chart No.1: M24 (NOS NW-22661)	NOS 37-50-55.600N		122-40-15.000W
DELETE	Precautionary Area OOO PT 7 OF 7; Chart No.1: M24 (NOS NW-22661)	NOS 37-50-59.800N		122-42-03.000W
CHANGE	Area To Be Avoided; (Chart No.1: M29.1) with a 1/2 mile radius (NOS NW-22661)	NOS 37-45-00.000N		122-41-30.000W
ADD	IMO AMENDED TRAFFIC SEPARATION SCHEME note; IMO AMENDED TRAFFIC SEPARATION SCHEMOPortions of the traffic separation scheme shown on this chart have been amended by the IMO. See IMO COLREG.2/Circ.64. Please be advised that these portions have not been revised by the United States Coast Guard and that the corresponding changes have not been updated in the Code of Federal Regulations (33 CFR part 167). There are differences between the two traffic separation schemes and caution is advised. (NOS NW-22739)	NOS 37-52-56.300N		122-34-01.200W
ADD	Precautionary Area PPP PT 1 OF 6; Chart No.1: M24 (NOS NW-22661)	NOS 37-42-01.000N		122-34-55.900W
ADD	Precautionary Area PPP PT 2 OF 6; Chart No.1: M24 (NOS NW-22661)	NOS 37-42-38.200N		122-34-32.100W
ADD	Precautionary Area PPP PT 3 OF 6; Chart No.1: M24 (NOS NW-22661)	NOS 37-45-54.000N		122-38-00.000W
ADD	Precautionary Area PPP PT 4 OF 6; Chart No.1: M24 (NOS NW-22661)	NOS 37-50-18.700N		122-38-00.100W
ADD	Precautionary Area PPP PT 5 OF 6; Chart No.1: M24 (NOS NW-22661)	NOS 37-50-52.500N		122-40-00.000W
ADD	Precautionary Area PPP PT 6 OF 6; Chart No.1: M24 (NOS NW-22661)	NOS 37-50-58.400N		122-42-03.100W

18651 44th Ed. 01-APR-06 Last LNM: 11/12 NAD 83 23/13

ChartTitle: San Francisco Bay-southern part; Redwood Creek; Oyster Point

Main Panel 1826 SAN FRANCISCO BAY SOUTHERN PART. Page/Side: N/A

RELOCATE	San Leandro Marina Channel Directional Light ADD HEIGHT TO 19ft.	CGD11 from 37-41-43.176N to 37-41-43.234N		122-11-29.169W 122-11-29.147W
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18652	36th Ed.	01-FEB-11	Last LNM: 21/12	NAD 83	23/13
<i>ChartTitle: San Francisco Bay to Antioch</i>					
Main Panel 1828 SAN FRANCISCO BAY TO ANTIOCH. Page/Side: a					
RELOCATE	San Leandro Marina Channel Directional Light ADD HEIGHT TO 19ft.			CGD11 from 37-41-43.176N to 37-41-43.234N	122-11-29.169W 122-11-29.147W

18680	32nd Ed.	01-MAY-13	Last LNM: 11/12	NAD 83	23/13
<i>ChartTitle: Point Sur to San Francisco</i>					
Main Panel 1866 POINT SUR TO SAN FRANCISCO. Page/Side: N/A					
NEW EDITION	Scale 1: 210,668; New Edition (32 ed, 05/01/13) due to revision to Traffic Separation Scheme This NOAA chart is now available in both the Print-on Demand and digital raster formats. See http://nauticalcharts.noaa.gov/mcd/dole.htm for details. The corresponding traditional paper chart will be available in two to eight weeks.			NOS --	--
DELETE	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)			NOS 37-36-37.600N	122-55-09.500W
DELETE	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)			NOS 37-36-54.400N	122-43-37.900W
DELETE	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)			NOS 37-37-03.600N	122-39-50.300W
DELETE	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)			NOS 37-39-04.800N	122-57-41.600W
DELETE	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)			NOS 37-39-38.500N	122-48-58.600W
DELETE	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)			NOS 37-42-03.300N	122-49-05.900W
DELETE	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)			NOS 37-48-17.600N	122-51-08.900W
DELETE	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)			NOS 37-50-04.200N	122-49-36.800W
DELETE	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)			NOS 37-53-00.100N	123-02-07.400W
DELETE	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)			NOS 37-55-51.800N	123-00-28.500W
DELETE	Main Traffic Lane Inbound Label; MAIN TRAFFIC LANE INBOUND (NOS NW-22661)			NOS 37-38-02.200N	122-52-15.000W
DELETE	Main Traffic Lane Outbound Label; MAIN TRAFFIC LANE OUTBOUND (NOS NW-22661)			NOS 37-40-15.400N	122-54-01.800W
DELETE	Northern Traffic Lane Inbound Label; NORTHERN TRAFFIC LANE INBOUND (NOS NW-22661)			NOS 37-50-39.300N	122-56-37.100W
DELETE	Northern Traffic Lane Outbound Label; NORTHERN TRAFFIC LANE OUTBOUND (NOS NW-22661)			NOS 37-53-18.100N	122-55-41.600W
DELETE	Precautionary Area YYY PT 1 OF 7; Chart No.1: M24 (NOS NW-22661)			NOS 37-50-06.900N	122-37-55.800W
DELETE	Precautionary Area YYY PT 2 OF 7; Chart No.1: M24 (NOS NW-22661)			NOS 37-50-54.500N	122-41-46.500W
DELETE	Precautionary Area YYY PT 3 OF 7; Chart No.1: M24 (NOS NW-22661)			NOS 37-48-39.300N	122-47-33.100W
DELETE	Precautionary Area YYY PT 4 OF 7; Chart No.1: M24 (NOS NW-22661)			NOS 37-45-30.400N	122-49-10.300W
DELETE	Precautionary Area YYY PT 5 OF 7; Chart No.1: M24 (NOS NW-22661)			NOS 37-40-23.000N	122-46-34.500W
DELETE	Precautionary Area YYY PT 6 OF 7; Chart No.1: M24 (NOS NW-22661)			NOS 37-39-12.500N	122-39-13.500W
DELETE	Precautionary Area YYY PT 7 OF 7; Chart No.1: M24 (NOS NW-22661)			NOS 37-42-44.400N	122-34-37.500W
DELETE	Separation Zone Label; SEPARATION ZONE (NOS NW-22661)			NOS 37-33-33.900N	122-41-42.900W
DELETE	Separation Zone Label; SEPARATION ZONE (NOS NW-22661)			NOS 37-39-05.800N	122-53-16.100W
DELETE	Separation Zone Label; SEPARATION ZONE (NOS NW-22661)			NOS 37-52-11.100N	122-56-28.800W
DELETE	Separation screen BBBB PT 1 OF 4; Chart No. 1: M13 (NOS NW-22661)			NOS 37-56-41.400N	123-03-41.500W

DELETE	Separation screen BBBB PT 2 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 37-48-26.900N	122-47-41.200W
DELETE	Separation screen BBBB PT 3 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 37-47-43.100N	122-48-14.500W
DELETE	Separation screen BBBB PT 4 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 37-55-11.900N	123-04-54.000W
DELETE	Separation screen WWW PT 1 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 37-41-50.500N	122-48-10.300W
DELETE	Separation screen WWW PT 2 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 37-38-01.600N	122-58-14.100W
DELETE	Separation screen WWW PT 3 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 37-36-33.300N	122-57-30.500W
DELETE	Separation screen WWW PT 4 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 37-41-02.700N	122-47-25.000W
DELETE	Separation screen XXX PT 1 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 37-39-03.100N	122-43-01.600W
DELETE	Separation screen XXX PT 2 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 37-27-02.400N	122-43-01.500W
DELETE	Separation screen XXX PT 3 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 37-27-02.200N	122-40-24.100W
DELETE	Separation screen XXX PT 4 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 37-39-02.100N	122-40-23.700W
DELETE	Southern Traffic Lane Inbound Label; SOUTHERN TRAFFIC LANE INBOUND (NOS NW-22661)	NOS 37-33-38.100N	122-39-47.700W
DELETE	Southern Traffic Lane Outbound Label; SOUTHERN TRAFFIC LANE OUTBOUND (NOS NW-22661)	NOS 37-33-38.300N	122-43-33.900W
DELETE	Traffic Lane EEEE PT 1 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 37-53-53.800N	123-06-05.000W
DELETE	Traffic Lane EEEE PT 2 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 37-46-44.400N	122-48-48.100W
DELETE	Traffic Lane PT QQQ 1 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 37-57-58.600N	123-02-39.100W
DELETE	Traffic Lane PT QQQ 2 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 37-49-16.600N	122-46-50.600W
DELETE	Traffic Lane UUU PT 1 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 37-27-01.100N	122-39-11.800W
DELETE	Traffic Lane UUU PT 2 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 37-39-16.100N	122-39-11.800W
DELETE	Traffic Lane VV PT 1 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 37-39-31.900N	122-59-04.000W
DELETE	Traffic Lane VV PT 2 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 37-42-42.600N	122-48-45.600W
DELETE	Traffic lane FFFF PT 1 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 37-27-01.700N	122-44-18.600W
DELETE	Traffic lane FFFF PT 2 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 37-39-19.100N	122-44-19.100W
DELETE	Traffic lane TTT PT 1 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 37-34-56.600N	122-56-37.700W
DELETE	Traffic lane TTT PT 2 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 37-40-17.300N	122-46-30.900W
DELETE	see note E label; (see note E) (NOS NW-22661)	NOS 37-26-39.700N	122-41-39.700W
DELETE	see note E label; (see note E) (NOS NW-22661)	NOS 37-37-06.200N	122-58-08.900W
DELETE	see note E label; (see note E) (NOS NW-22661)	NOS 37-56-06.300N	123-04-41.500W
CHANGE	Area To Be Avoided; (Chart No.1: M29.1) with a 1/2 mile radius (NOS NW-22661)	NOS 37-45-00.000N	122-41-30.000W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 37-27-55.200N	122-43-50.200W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 37-34-27.600N	122-59-00.400W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 37-35-51.700N	123-00-10.800W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 37-36-30.600N	122-43-25.200W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 37-37-01.900N	122-39-59.800W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 37-39-30.400N	122-48-42.300W

ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	37-48-21.700N	122-50-42.000W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 37-49-50.600N	122-49-47.700W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 37-56-19.100N	123-09-02.700W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 37-58-13.300N	123-07-17.700W
ADD	IMO AMENDED TRAFFIC SEPARATION SCHEME note; IMO AMENDED TRAFFIC SEPARATION SCHEME Portions of the traffic separation scheme shown on this chart have been amended by the IMO. See IMO COLREG.2/Circ.64. Please be advised that these portions have not been revised by the United States Coast Guard and that the corresponding changes have not been updated in the Code of Federal Regulations (33 CFR part 167). There are differences between the two traffic separation schemes and caution is advised. (NOS NW-22739)	NOS 37-10-55.300N	122-05-39.500W
ADD	North-Eastbound Traffic Lane Label; NORTH-EASTBOUND TRAFFIC LANE (NOS NW-22661)	NOS 37-36-00.100N	122-56-07.400W
ADD	North-Westbound Traffic Lane Label; NORTH-WESTBOUND TRAFFIC LANE (NOS NW-22661)	NOS 37-56-46.000N	123-04-03.600W
ADD	Northern Traffic Lane Label; NORTHERN TRAFFIC LANE (NOS NW-22661)	NOS 37-34-48.300N	122-39-58.000W
ADD	Precautionary Area CCCC PT 01 OF 10; Chart No.1: M24 (NOS NW-22661)	NOS 37-50-18.700N	122-38-00.100W
ADD	Precautionary Area CCCC PT 02 OF 10; Chart No.1: M24 (NOS NW-22661)	NOS 37-50-59.000N	122-41-35.300W
ADD	Precautionary Area CCCC PT 03 OF 10; Chart No.1: M24 (NOS NW-22661)	NOS 37-50-18.500N	122-44-59.800W
ADD	Precautionary Area CCCC PT 04 OF 10; Chart No.1: M24 (NOS NW-22661)	NOS 37-47-51.600N	122-48-10.000W
ADD	Precautionary Area CCCC PT 05 OF 10; Chart No.1: M24 (NOS NW-22661)	NOS 37-44-48.800N	122-49-04.600W
ADD	Precautionary Area CCCC PT 06 OF 10; Chart No.1: M24 (NOS NW-22661)	NOS 37-42-41.900N	122-48-29.700W
ADD	Precautionary Area CCCC PT 07 OF 10; Chart No.1: M24 (NOS NW-22661)	NOS 37-40-18.800N	122-46-14.300W
ADD	Precautionary Area CCCC PT 08 OF 10; Chart No.1: M24 (NOS NW-22661)	NOS 37-39-00.400N	122-41-10.700W
ADD	Precautionary Area CCCC PT 09 OF 10; Chart No.1: M24 (NOS NW-22661)	NOS 37-40-13.200N	122-36-55.400W
ADD	Precautionary Area CCCC PT 10 OF 10; Chart No.1: M24 (NOS NW-22661)	NOS 37-42-38.400N	122-34-31.900W
ADD	Separation Zone Label; SEPARATION ZONE (see note E) (NOS NW-22661)	NOS 37-34-17.200N	122-41-33.600W
ADD	Separation Zone Label; SEPARATION ZONE (see note E) (NOS NW-22661)	NOS 37-36-38.000N	122-56-45.100W
ADD	Separation Zone Label; SEPARATION ZONE (see note E) (NOS NW-22661)	NOS 37-52-24.100N	122-57-24.200W
ADD	Separation screen IIII PT 1 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 37-39-07.350N	122-43-00.000W
ADD	Separation screen IIII PT 2 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 37-18-42.430N	122-43-00.000W
ADD	Separation screen IIII PT 3 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 37-18-27.190N	122-40-24.000W
ADD	Separation screen IIII PT 4 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 37-39-03.920N	122-40-24.000W

ADD	Separation screen JJJJ PT 1 OF 6; Chart No. 1: M13 (NOS NW-22661)	NOS 37-48-31.200N	122-47-38.040W
ADD	Separation screen JJJJ PT 2 OF 6; Chart No. 1: M13 (NOS NW-22661)	NOS 37-58-26.720N	123-09-29.180W
ADD	Separation screen JJJJ PT 3 OF 6; Chart No. 1: M13 (NOS NW-22661)	NOS 38-01-58.900N	123-13-14.500W
ADD	Separation screen JJJJ PT 4 OF 6; Chart No. 1: M13 (NOS NW-22661)	NOS 38-01-56.800N	123-14-51.600W
ADD	Separation screen JJJJ PT 5 OF 6; Chart No. 1: M13 (NOS NW-22661)	NOS 37-57-40.050N	123-10-18.800W
ADD	Separation screen JJJJ PT 6 OF 6; Chart No. 1: M13 (NOS NW-22661)	NOS 37-47-39.830N	122-48-17.540W
ADD	Separation screen RRR PT 1 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 37-41-54.180N	122-47-59.420W
ADD	Separation screen RRR PT 2 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 37-33-32.220N	123-03-47.580W
ADD	Separation screen RRR PT 3 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 37-32-42.220N	123-03-05.730W
ADD	Separation screen RRR PT 4 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 37-41-05.580N	122-47-15.100W
ADD	South-Eastbound Traffic Lane Label; SOUTH-EASTBOUND TRAFFIC LANE (NOS NW-22661)	NOS 37-53-49.400N	123-03-31.500W
ADD	South-Westbound Traffic Lane Label; SOUTH-WESTBOUND TRAFFIC LANE (NOS NW-22661)	NOS 37-37-18.100N	122-57-24.700W
ADD	Southern Traffic Lane Label; SOUTHERN TRAFFIC LANE (NOS NW-22661)	NOS 37-34-19.600N	122-43-24.500W
ADD	Traffic Lane DDDD PT 1 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 37-42-48.350N	122-48-33.190W
ADD	Traffic Lane DDDD PT 2 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 37-34-22.210N	123-04-29.430W
ADD	Traffic Lane SSS PT 1 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 37-40-22.780N	122-46-19.810W
ADD	Traffic Lane SSS PT 2 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 37-31-52.210N	123-02-23.870W
ADD	Traffic lane AAAA PT 1 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 37-39-18.030N	122-39-08.440W
ADD	Traffic lane AAAA PT 2 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 37-18-21.720N	122-39-08.440W
ADD	Traffic lane GGGG PT 1 OF 3; Chart No.1: M15 (NOS NW-22661)	NOS 38-01-57.400N	123-16-32.000W
ADD	Traffic lane GGGG PT 2 OF 3; Chart No.1: M15 (NOS NW-22661)	NOS 37-56-53.380N	123-11-08.430W
ADD	Traffic lane GGGG PT 3 OF 3; Chart No.1: M15 (NOS NW-22661)	NOS 37-46-43.270N	122-48-45.720W
ADD	Traffic lane HHHH PT 1 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 37-39-24.880N	122-44-15.560W
ADD	Traffic lane HHHH PT 2 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 37-18-53.130N	122-44-15.560W
ADD	Traffic lane ZZZ PT 1 OF 3; Chart No.1: M15 (NOS NW-22661)	NOS 38-01-58.100N	123-11-34.800W
ADD	Traffic lane ZZZ PT 2 OF 3; Chart No.1: M15 (NOS NW-22661)	NOS 37-59-13.370N	123-08-39.550W
ADD	Traffic lane ZZZ PT 3 OF 3; Chart No.1: M15 (NOS NW-22661)	NOS 37-49-17.490N	122-46-47.380W

18700

22nd Ed.

01-JUL-03

Last LNM: 12/10

NAD 83

23/13

ChartTitle: Point Conception to Point Sur

Main Panel 1876 POINT CONCEPTION TO POINT SUR. Page/Side: N/A

DELETE	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 34-19-34.600N	120-36-05.700W
DELETE	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 34-21-47.700N	120-32-43.800W
DELETE	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 34-22-58.400N	120-51-03.100W
DELETE	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 34-25-42.100N	120-49-54.100W
DELETE	Separation Zone Label; SEPARATION ZONE (NOS NW-22661)	NOS 34-22-52.600N	120-44-31.500W

DELETE	Separation screen MMMM PT 1 OF 4; Chart No. 1: M13 (NOS NW-22661)	34-25-42.800N	120-51-48.800W
DELETE	Separation screen MMMM PT 2 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 34-20-27.100N	120-28-07.200W
DELETE	Separation screen MMMM PT 3 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 34-18-16.700N	120-28-07.600W
DELETE	Separation screen MMMM PT 4 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 34-23-46.200N	120-52-30.000W
DELETE	Southbound Coastwise Traffic Lane Label; SOUTHBOUND COASTWISE TRAFFIC LANE (NOS NW-22661)	NOS 34-21-23.200N	120-44-02.400W
DELETE	Traffic Lanes Label; TRAFFIC LANES (see note D) (NOS NW-22661)	NOS 34-19-59.300N	120-30-41.800W
DELETE	Traffic lane LLLL PT 1 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 34-21-24.100N	120-28-07.300W
DELETE	Traffic lane LLLL PT 2 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 34-26-37.700N	120-51-32.700W
DELETE	Traffic lane NNNN PT 1 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 34-22-47.700N	120-52-46.500W
DELETE	Traffic lane NNNN PT 2 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 34-17-20.000N	120-28-08.800W
DELETE	see note D label; (see note D) (NOS NW-22661)	NOS 34-20-51.700N	120-34-44.000W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 34-20-33.000N	120-34-55.400W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 34-22-07.200N	120-34-22.600W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 34-23-06.400N	120-47-55.000W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 34-25-21.000N	120-47-07.800W
ADD	Eastbound Traffic Lane Label; EASTBOUND TRAFFIC LANE (NOS NW-22661)	NOS 34-21-11.200N	120-37-49.100W
ADD	IMO AMENDED TRAFFIC SEPARATION SCHEME note; IMO AMENDED TRAFFIC SEPARATION SCHEME Portions of the traffic separation scheme shown on this chart have been amended by the IMO. See IMO COLREG.2/Circ.64. Please be advised that these portions have not been revised by the United States Coast Guard and that the corresponding changes have not been updated in the Code of Federal Regulations (33 CFR part 167). There are differences between the two traffic separation schemes and caution is advised. (NOS NW-22739)	NOS 35-32-32.200N	120-51-41.800W
ADD	Separation Zone Label; SEPARATION ZONE (see note D) (NOS NW-22661)	NOS 34-22-50.000N	120-41-31.300W
ADD	Separation screen OOOO PT 1 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 34-25-42.900N	120-51-46.700W
ADD	Separation screen OOOO PT 2 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 34-20-20.900N	120-28-07.100W
ADD	Separation screen OOOO PT 3 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 34-19-18.800N	120-28-06.700W
ADD	Separation screen OOOO PT 4 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 34-24-45.300N	120-52-05.700W
ADD	Traffic lane KKKK PT 1 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 34-23-47.700N	120-52-24.900W
ADD	Traffic lane KKKK PT 2 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 34-18-16.900N	120-28-08.300W
ADD	Traffic lane PPPP PT 1 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 34-26-40.500N	120-51-27.500W
ADD	Traffic lane PPPP PT 2 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 34-21-22.900N	120-28-06.000W
ADD	Westbound Traffic Lane Label; WESTBOUND TRAFFIC LANE (NOS NW-22661)	NOS 34-22-49.200N	120-37-15.600W

18703	26th Ed.	01-MAR-13	Last LNM: 12/10	NAD 83	23/13
<i>ChartTitle: Estero Bay;Morro Bay</i>					
Main Panel 1877 ESTERO BAY. Page/Side: N/A					
ADD	Point Buchon Lighted Whistle Buoy 16; R "16" Fl R 6s WHIS (NOS NW-22770)	NOS 35-14-26.983N	120-54-34.994W		

18720	33rd Ed.	01-AUG-08	Last LNM: 08/12	NAD 83	23/13
<i>ChartTitle: Point Dume to Purisima Point</i>					
Main Panel 1880 POINT DUME TO PURISIMA POINT. Page/Side: N/A					
DELETE	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 34-03-31.400N	119-25-41.900W		
DELETE	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 34-06-33.500N	119-25-09.700W		
DELETE	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 34-07-50.400N	119-44-49.700W		
DELETE	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 34-10-50.800N	119-44-02.100W		
DELETE	Northbound Coastwise Traffic Lane Label; NORTHBOUND COASTWISE TRAFFIC LANE (NOS NW-22661)	NOS 34-08-43.400N	119-34-26.300W		
DELETE	Separation Zone Label; SEPARATION ZONE (NOS NW-22661)	NOS 34-07-17.800N	119-36-33.400W		
DELETE	Separation screen QQQQ PT 1 OF 6; Chart No. 1: M13 (NOS NW-22661)	NOS 34-25-45.100N	120-51-46.500W		
DELETE	Separation screen QQQQ PT 2 OF 6; Chart No. 1: M13 (NOS NW-22661)	NOS 34-04-04.100N	119-15-58.800W		
DELETE	Separation screen QQQQ PT 3 OF 6; Chart No. 1: M13 (NOS NW-22661)	NOS 33-50-41.400N	118-48-08.200W		
DELETE	Separation screen QQQQ PT 4 OF 6; Chart No. 1: M13 (NOS NW-22661)	NOS 33-48-21.800N	118-48-06.700W		
DELETE	Separation screen QQQQ PT 5 OF 6; Chart No. 1: M13 (NOS NW-22661)	NOS 34-02-10.800N	119-17-26.300W		
DELETE	Separation screen QQQQ PT 6 OF 6; Chart No. 1: M13 (NOS NW-22661)	NOS 34-23-34.700N	120-52-17.000W		
DELETE	Southbound Coastwise Traffic Lane; SOUTHBOUND COASTWISE TRAFFIC LANE (NOS NW-22661)	NOS 34-05-55.800N	119-36-15.400W		
DELETE	Traffic lane PPPP PT 1 OF 3; Chart No.1: M15 (NOS NW-22661)	NOS 34-26-28.500N	120-51-18.100W		
DELETE	Traffic lane PPPP PT 2 OF 3; Chart No.1: M15 (NOS NW-22661)	NOS 34-04-41.700N	119-14-47.500W		
DELETE	Traffic lane PPPP PT 3 OF 3; Chart No.1: M15 (NOS NW-22661)	NOS 33-51-53.100N	118-48-07.500W		
DELETE	Traffic lane RRRR PT 1 OF 3; Chart No.1: M15 (NOS NW-22661)	NOS 34-22-46.500N	120-52-36.500W		
DELETE	Traffic lane RRRR PT 2 OF 3; Chart No.1: M15 (NOS NW-22661)	NOS 34-01-22.000N	119-18-06.600W		
DELETE	Traffic lane RRRR PT 3 OF 3; Chart No.1: M15 (NOS NW-22661)	NOS 33-47-09.200N	118-48-04.400W		
DELETE	see note E label; (see note E) (NOS NW-22661)	NOS 33-50-05.000N	118-49-31.400W		
DELETE	see note E label; (see note E) (NOS NW-22661)	NOS 34-18-46.700N	120-25-12.600W		
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 33-53-37.200N	118-57-16.100W		
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 33-55-02.200N	118-56-14.200W		
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 34-07-28.100N	119-39-04.400W		
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 34-09-41.200N	119-38-16.700W		
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 34-16-14.600N	120-16-13.800W		
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 34-17-52.800N	120-15-43.400W		

ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 34-23-27.600N	120-49-26.300W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 34-25-26.600N	120-48-14.800W
ADD	Eastbound Traffic Lanes Label; EASTBOUND TRAFFIC LANE (NOS NW-22661)	NOS 34-22-42.400N	120-46-08.300W
ADD	IMO AMENDED TRAFFIC SEPARATION SCHEME note; IMO AMENDED TRAFFIC SEPARATION SCHEME Portions of the traffic separation scheme shown on this chart have been amended by the IMO. See IMO COLREG.2/Circ.64. Please be advised that these portions have not been revised by the United States Coast Guard and that the corresponding changes have not been updated in the Code of Federal Regulations (33 CFR part 167). There are differences between the two traffic separation schemes and caution is advised. (NOS NW-22739)	NOS 33-12-03.700N	120-00-45.100W
ADD	North-Westbound Traffic Lane Label; NORTH-WESTBOUND TRAFFIC LANE (NOS NW-22661)	NOS 33-53-13.500N	118-52-23.300W
ADD	North-Westbound Traffic Lane Label; NORTH-WESTBOUND TRAFFIC LANE (NOS NW-22661)	NOS 34-08-47.900N	119-34-06.600W
ADD	Separation Zone Label; SEPARATION ZONE (see note E) (NOS NW-22661)	NOS 33-51-17.500N	118-50-19.600W
ADD	Separation Zone Label; SEPARATION ZONE (see note E) (NOS NW-22661)	NOS 34-07-41.100N	119-34-28.100W
ADD	Separation Zone Label; SEPARATION ZONE (see note E) (NOS NW-22661)	NOS 34-20-42.500N	120-31-56.800W
ADD	Separation screen TTTT PT 1 OF 6; Chart No. 1: M13 (NOS NW-22661)	NOS 34-25-42.930N	120-51-46.690W
ADD	Separation screen TTTT PT 2 OF 6; Chart No. 1: M13 (NOS NW-22661)	NOS 34-03-52.170N	119-15-37.620W
ADD	Separation screen TTTT PT 3 OF 6; Chart No. 1: M13 (NOS NW-22661)	NOS 33-50-47.700N	118-48-06.400W
ADD	Separation screen TTTT PT 4 OF 6; Chart No. 1: M13 (NOS NW-22661)	NOS 33-49-40.500N	118-48-06.600W
ADD	Separation screen TTTT PT 5 OF 6; Chart No. 1: M13 (NOS NW-22661)	NOS 34-02-56.350N	119-16-05.630W
ADD	Separation screen TTTT PT 6 OF 6; Chart No. 1: M13 (NOS NW-22661)	NOS 34-24-45.300N	120-52-05.790W
ADD	South-Eastbound Traffic Lane Label; SOUTH-EASTBOUND TRAFFIC LANE (NOS NW-22661)	NOS 33-51-42.700N	118-53-16.500W
ADD	South-Eastbound Traffic Lane Label; SOUTH-EASTBOUND TRAFFIC LANE (NOS NW-22661)	NOS 34-06-34.300N	119-35-05.400W
ADD	Traffic lane SSSS PT 1 OF 3; Chart No.1: M15 (NOS NW-22661)	NOS 34-26-40.530N	120-51-27.570W
ADD	Traffic lane SSSS PT 2 OF 3; Chart No.1: M15 (NOS NW-22661)	NOS 34-04-48.000N	119-15-09.600W
ADD	Traffic lane SSSS PT 3 OF 3; Chart No.1: M15 (NOS NW-22661)	NOS 33-51-58.100N	118-48-08.500W
ADD	Traffic lane UUUU PT 1 OF 3; Chart No.1: M15 (NOS NW-22661)	NOS 34-23-47.740N	120-52-24.900W
ADD	Traffic lane UUUU PT 2 OF 3; Chart No.1: M15 (NOS NW-22661)	NOS 34-02-00.530N	119-16-33.660W
ADD	Traffic lane UUUU PT 3 OF 3; Chart No.1: M15 (NOS NW-22661)	NOS 33-48-30.400N	118-48-06.800W
ADD	Westbound Traffic Lane Label; WESTBOUND TRAFFIC LANE (NOS NW-22661)	NOS 34-24-52.000N	120-45-08.900W

18721 12th Ed. 01-DEC-09 Last LNM: 08/12 NAD 83 23/13

ChartTitle: Santa Cruz Island to Purisima Point

Main Panel 1881 SANTA CRUZ ISLAND TO PURISIMA POINT. Page/Side: N/A

DELETE	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 34-14-08.800N	120-12-30.200W
DELETE	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 34-16-51.100N	120-23-51.900W

DELETE	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 34-17-21.600N	120-12-21.600W
DELETE	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 34-19-57.100N	120-23-49.100W
DELETE	Northbound Coastwise Traffic Lane Label; NORTHBOUND COASTWISE TRAFFIC LANE (NOS NW-22661)	NOS 34-18-48.100N	120-18-37.100W
DELETE	Separation Zone Label; SEPARATION ZONE (NOS NW-22661)	NOS 34-17-18.500N	120-19-18.600W
DELETE	Separation screen WWWW PT 1 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 34-10-10.000N	119-43-03.900W
DELETE	Separation screen WWWW PT 2 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 34-25-42.300N	120-51-46.100W
DELETE	Separation screen WWWW PT 3 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 34-23-45.300N	120-52-27.000W
DELETE	Separation screen WWWW PT 4 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 34-08-00.000N	119-43-04.600W
DELETE	Southbound Coastwise Traffic Lane Label; SOUTHBOUND COASTWISE TRAFFIC LANE (NOS NW-22661)	NOS 34-15-38.100N	120-18-31.800W
DELETE	Traffic lane VVV PT 1 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 34-26-35.800N	120-51-26.600W
DELETE	Traffic lane VVV PT 2 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 34-11-04.400N	119-43-03.700W
DELETE	Traffic lane XXXX PT 1 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 34-07-04.200N	119-43-04.200W
DELETE	Traffic lane XXXX PT 2 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 34-22-48.100N	120-52-41.300W
DELETE	see note B label; (see note B) (NOS NW-22661)	NOS 34-16-37.600N	120-16-17.600W
DELETE	see note B label; (see note B) (NOS NW-22661)	NOS 34-19-42.100N	120-29-08.100W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 34-10-44.600N	119-51-55.700W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 34-12-21.800N	119-51-23.600W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 34-16-01.000N	120-16-39.800W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 34-18-13.600N	120-15-44.400W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 34-22-59.600N	120-45-51.200W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 34-24-35.100N	120-45-19.500W
ADD	Eastbound Traffic Lane Label; EASTBOUND TRAFFIC LANE (NOS NW-22661)	NOS 34-23-31.400N	120-48-14.900W
ADD	IMO AMENDED TRAFFIC SEPARATION SCHEME note; IMO AMENDED TRAFFIC SEPARATION SCHEME Portions of the traffic separation scheme shown on this chart have been amended by the IMO. See IMO COLREG.2/Circ.64. Please be advised that these portions have not been revised by the United States Coast Guard and that the corresponding changes have not been updated in the Code of Federal Regulations (33 CFR part 167). There are differences between the two traffic separation schemes and caution is advised. (NOS NW-22739)	NOS 34-36-05.600N	120-24-46.100W
ADD	North-Westbound Traffic Lane Label; NORTH-WESTBOUND TRAFFIC LANE (NOS NW-22661)	NOS 34-12-47.900N	119-53-20.900W
ADD	North-Westbound Traffic Lane Label; NORTH-WESTBOUND TRAFFIC LANE (NOS NW-22661)	NOS 34-18-40.300N	120-17-38.700W
ADD	Separation Zone Label; SEPARATION ZONE (see note B) (NOS NW-22661)	NOS 34-11-56.300N	119-53-28.500W
ADD	Separation Zone Label; SEPARATION ZONE (see note B) (NOS NW-22661)	NOS 34-17-22.000N	120-17-19.500W
		NOS	

ADD	Separation Zone Label; SEPARATION ZONE (see note B) (NOS NW-22661)	34-23-37.500N	120-44-56.300W
ADD	Separation screen AAAAA PT 1 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 34-25-42.930N	120-51-46.690W
ADD	Separation screen AAAAA PT 2 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 34-10-06.900N	119-43-04.300W
ADD	Separation screen AAAAA PT 3 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 34-09-04.900N	119-43-04.200W
ADD	Separation screen AAAAA PT 4 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 34-24-45.330N	120-52-05.780W
ADD	South-Eastbound Traffic Lane Label; SOUTH-EASTBOUND TRAFFIC LANE (NOS NW-22661)	NOS 34-16-26.000N	120-18-30.400W
ADD	South-Eastbound Traffic Lane; SOUTH-EASTBOUND TRAFFIC LANE (NOS NW-22661)	NOS 34-11-10.700N	119-53-52.300W
ADD	Traffic lane YYYY PT 1 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 34-23-47.740N	120-52-24.900W
ADD	Traffic lane YYYY PT 2 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 34-08-02.900N	119-43-05.400W
ADD	Traffic lane ZZZZ PT 1 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 34-26-40.530N	120-51-27.570W
ADD	Traffic lane ZZZZ PT 2 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 34-11-08.700N	119-43-05.400W
ADD	Westbound Traffic Lane Label; WESTBOUND TRAFFIC LANE (NOS NW-22661)	NOS 34-25-09.600N	120-47-48.300W

18724 2nd Ed. 01-MAR-09 Last LNM: 17/09 NAD 83 23/13

ChartTitle: Port Hueneme And Approaches;Port Hueneme

Main Panel 1883 PORT HUENEME AND APPROACHES. Page/Side: N/A

DELETE	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 34-00-58.300N	119-16-17.800W
DELETE	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 34-01-31.300N	119-17-23.500W
DELETE	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 34-03-16.200N	119-13-05.500W
DELETE	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 34-03-47.300N	119-14-11.600W
DELETE	Separation Zone Label; SEPARATION ZONE (see note D) (NOS NW-22661)	NOS 34-02-31.700N	119-15-34.300W
DELETE	Separation screen EEEEE PT 1 OF 6; Chart No. 1: M13 (NOS NW-22661)	NOS 34-04-45.500N	119-19-16.700W
DELETE	Separation screen EEEEE PT 2 OF 6; Chart No. 1: M13 (NOS NW-22661)	NOS 34-04-00.000N	119-15-57.400W
DELETE	Separation screen EEEEE PT 3 OF 6; Chart No. 1: M13 (NOS NW-22661)	NOS 34-00-53.500N	119-09-24.100W
DELETE	Separation screen EEEEE PT 4 OF 6; Chart No. 1: M13 (NOS NW-22661)	NOS 34-00-24.100N	119-13-37.200W
DELETE	Separation screen EEEEE PT 5 OF 6; Chart No. 1: M13 (NOS NW-22661)	NOS 34-02-12.000N	119-17-27.600W
DELETE	Separation screen EEEEE PT 6 OF 6; Chart No. 1: M13 (NOS NW-22661)	NOS 34-02-36.900N	119-19-16.800W
DELETE	Traffic Lane Label; NORTHBOUND COASTWISE TRAFFIC LANE (NOS NW-22661)	NOS 34-03-30.900N	119-13-36.900W
DELETE	Traffic Lane Label; SOUTHBOUND COASTWISE TRAFFIC LANE (NOS NW-22661)	NOS 34-01-17.300N	119-16-55.400W
DELETE	Traffic lane BBBB PT 1 OF 3; Chart No.1: M15 (NOS NW-22661)	NOS 34-01-37.900N	119-19-16.600W
DELETE	Traffic lane BBBB PT 2 OF 3; Chart No.1: M15 (NOS NW-22661)	NOS 34-01-24.000N	119-18-15.400W
DELETE	Traffic lane BBBB PT 3 OF 3; Chart No.1: M15 (NOS NW-22661)	NOS 34-00-24.100N	119-16-07.600W

ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	34-00-37.200N	119-13-17.500W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 34-01-12.500N	119-09-42.000W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 34-02-28.800N	119-15-47.900W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 34-02-46.500N	119-18-53.500W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 34-03-11.500N	119-12-10.800W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 34-03-57.600N	119-15-09.900W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 34-05-20.600N	119-18-27.600W
ADD	IMO AMENDED TRAFFIC SEPARATION SCHEME note; IMO AMENDED TRAFFIC SEPARATION SCHEMEEPortions of the traffic separation scheme shown on this chart have been amended by the IMO. See IMO COLREG.2/Circ.64. Please be advised that these portions have not been revised by the United States Coast Guard and that the corresponding changes have not been updated in the Code of Federal Regulations (33 CFR part 167). There are differences between the two traffic separation schemes and caution is advised. (NOS NW-22739)	NOS 34-09-39.200N	119-12-29.700W
ADD	North-Westbound Traffic Lane Label; NORTH-WESTBOUND TRAFFIC LANE (NOS NW-22661)	NOS 34-05-15.400N	119-18-02.400W
ADD	Separation Zone Label; SEPARATION ZONE (see note D) (NOS NW-22661)	NOS 34-01-22.100N	119-11-32.500W
ADD	Separation Zone Label; SEPARATION ZONE (see note D) (NOS NW-22661)	NOS 34-03-09.500N	119-15-18.500W
ADD	Separation screen CCCCC PT 1 OF 6; Chart No. 1: M13 (NOS NW-22661)	NOS 34-04-42.100N	119-19-16.870W
ADD	Separation screen CCCCC PT 2 OF 6; Chart No. 1: M13 (NOS NW-22661)	NOS 34-03-52.180N	119-15-37.620W
ADD	Separation screen CCCCC PT 3 OF 6; Chart No. 1: M13 (NOS NW-22661)	NOS 34-00-55.000N	119-09-24.000W
ADD	Separation screen CCCCC PT 4 OF 6; Chart No. 1: M13 (NOS NW-22661)	NOS 34-00-24.070N	119-10-44.550W
ADD	Separation screen CCCCC PT 5 OF 6; Chart No. 1: M13 (NOS NW-22661)	NOS 34-02-56.300N	119-16-05.600W
ADD	Separation screen CCCCC PT 6 OF 6; Chart No. 1: M13 (NOS NW-22661)	NOS 34-03-39.900N	119-19-16.860W
ADD	South-Eastbound Traffic Lane Label; SOUTH-EASTBOUND TRAFFIC LANE (NOS NW-22661)	NOS 34-00-51.000N	119-13-41.400W
ADD	South-Eastbound Traffic Lane Label; SOUTH-EASTBOUND TRAFFIC LANE (NOS NW-22661)	NOS 34-02-13.700N	119-15-21.100W
ADD	Taffic Lane Label; NORTH-WESTBOUND TRAFFIC LANE (NOS NW-22661)	NOS 34-03-47.300N	119-14-49.600W
ADD	Traffic Lane DDDDD PT 1 OF 3; Chart No.1: M15 (NOS NW-22661)	NOS 34-02-37.700N	119-19-16.850W
ADD	Traffic Lane DDDDD PT 2 OF 3; Chart No.1: M15 (NOS NW-22661)	NOS 34-02-00.540N	119-16-33.660W
ADD	Traffic Lane DDDDD PT 3 OF 3; Chart No.1: M15 (NOS NW-22661)	NOS 34-00-24.070N	119-13-10.280W

18725

29th Ed.

01-AUG-08

Last LNM: 20/09

NAD 83

23/13

ChartTitle: Port Hueneme to Santa Barbara;Santa Barbara;Channel Islands Harbor and Port Hueneme;Ventura

Main Panel 1884 PORT HUENEME TO SANTA BARBARA. Page/Side: N/A

DELETE	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 34-05-12.700N NOS	119-32-23.000W
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DELETE	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	34-06-04.900N	119-37-39.500W
DELETE	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 34-08-10.300N	119-32-58.300W
DELETE	Northbound Coastwise Traffic Lane Label; NORTHBOUND COASTWISE TRAFFIC LANE (NOS NW-22661)	NOS 34-07-48.200N	119-30-27.200W
DELETE	Separation Zone Label; SEPARATION ZONE (see note D) (NOS NW-22661)	NOS 34-06-23.600N	119-31-22.600W
DELETE	Separation screen IIIII PT 1 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 34-10-34.900N	119-45-02.000W
DELETE	Separation screen IIIII PT 2 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 34-05-00.900N	119-20-31.900W
DELETE	Separation screen IIIII PT 3 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 34-05-00.600N	119-30-00.900W
DELETE	Separation screen IIIII PT 4 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 34-08-23.400N	119-45-02.900W
DELETE	Southbound Coastwise Traffic Lane Label; SOUTHBOUND COASTWISE TRAFFIC LANE (NOS NW-22661)	NOS 34-05-45.100N	119-35-27.600W
DELETE	Traffic lane FFFFF PT 1 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 34-07-30.200N	119-45-02.800W
DELETE	Traffic lane FFFFF PT 2 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 34-05-00.600N	119-34-06.400W
DELETE	Traffic lane HHHHH PT 1 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 34-11-36.000N	119-45-03.100W
DELETE	Traffic lane HHHHH PT 2 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 34-05-00.600N	119-16-00.200W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 34-05-24.500N	119-28-02.300W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 34-06-59.300N	119-37-02.500W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 34-07-20.100N	119-27-49.400W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 34-08-54.000N	119-36-38.000W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 34-08-54.300N	119-43-54.600W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 34-10-52.000N	119-43-32.100W
ADD	IMO AMENDED TRAFFIC SEPARATION SCHEME note; IMO AMENDED TRAFFIC SEPARATION SCHEME Portions of the traffic separation scheme shown on this chart have been amended by the IMO. See IMO COLREG.2/Circ.64. Please be advised that these portions have not been revised by the United States Coast Guard and that the corresponding changes have not been updated in the Code of Federal Regulations (33 CFR part 167). There are differences between the two traffic separation schemes and caution is advised. (NOS NW-22739)	NOS 34-10-18.700N	119-11-16.700W
ADD	North-Westbound Traffic Lane Label; NORTH-WESTBOUND TRAFFIC LANE (NOS NW-22661)	NOS 34-07-33.100N	119-28-42.900W
ADD	North-Westbound Traffic Lane; NORTH-WESTBOUND TRAFFIC LANE (NOS NW-22661)	NOS 34-10-39.900N	119-42-40.300W
ADD	Separation Zone Label; SEPARATION ZONE (see note D) (NOS NW-22661)	NOS 34-06-57.900N	119-31-30.600W
ADD	Separation Zone Label; SEPARATION ZONE (see note D) (NOS NW-22661)	NOS 34-09-38.400N	119-43-13.900W
ADD	Separation screen JJJJJ PT 1 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 34-10-33.780N	119-45-02.950W
ADD	Separation screen JJJJJ PT 2 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 34-05-00.460N	119-20-37.540W
ADD	Separation screen JJJJJ PT 3 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 34-05-00.430N	119-25-10.390W
ADD	Separation screen JJJJJ PT 4 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 34-09-31.860N	119-45-03.250W
ADD	South-Eastbound Traffic Lane Label; SOUTH-EASTBOUND TRAFFIC LANE (NOS NW-22661)	NOS 34-05-14.100N	119-27-18.500W

ADD	South-Eastbound Traffic Lane Label; SOUTH-EASTBOUND TRAFFIC LANE (NOS NW-22661)	NOS 34-08-43.700N	119-43-08.200W
ADD	Traffic lane GGGGG PT 1 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 34-11-36.100N	119-45-03.000W
ADD	Traffic lane GGGGG PT 2 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 34-05-00.280N	119-16-03.550W
ADD	Traffic lane KKKKK PT 1 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 34-08-29.710N	119-45-03.200W
ADD	Traffic lane KKKKK PT 2 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 34-05-00.560N	119-29-44.000W
18728	9th Ed. 01-NOV-04 Last LNM: 18/12 NAD 83		23/13
<i>ChartTitle: Santa Cruz Channel</i>			
Main Panel 1890 SANTA CRUZ CHANNEL. Page/Side: N/A			
DELETE	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 34-06-58.600N	119-40-55.100W
DELETE	Note B; NOTE B (NOS NW-22661)	NOS 34-07-10.000N	119-40-44.100W
DELETE	Southbound Coastwise Traffic Lane Label; SOUTHBOUND COASTWISE TRAFFIC LANE (NOS NW-22661)	NOS 34-06-51.200N	119-41-30.200W
DELETE	Southbound traffic lane LLLLL PT 1 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 34-07-11.400N	119-43-41.700W
DELETE	Southbound traffic lane LLLLL PT 2 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 34-06-20.700N	119-40-05.000W
18729	13th Ed. 01-OCT-05 Last LNM: 18/12 NAD 83		23/13
<i>ChartTitle: Anacapa Passage;Prisoners Harbor</i>			
Main Panel 1891 ANACAPA PASSAGE. Page/Side: N/A			
DELETE	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 34-03-31.600N	119-25-13.800W
DELETE	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 34-05-44.500N	119-21-50.000W
DELETE	Northbound Coastwise Traffic Lane Label; NORTHBOUND COASTWISE TRAFFIC LANE (NOS NW-22661)	NOS 34-05-23.300N	119-20-13.200W
DELETE	Northbound traffic lane QQQQQ PT 1 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 34-06-34.600N	119-22-53.600W
DELETE	Northbound traffic lane QQQQQ PT 2 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 34-05-42.500N	119-18-56.600W
DELETE	Separation Zone Label; SEPARATION ZONE (see note B) (NOS NW-22661)	NOS 34-04-24.100N	119-22-36.700W
DELETE	Separation screen NNNNN PT 1 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 34-06-34.700N	119-27-20.000W
DELETE	Separation screen NNNNN PT 2 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 34-04-40.300N	119-18-56.700W
DELETE	Separation screen NNNNN PT 3 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 34-02-33.000N	119-18-56.700W
DELETE	Separation screen NNNNN PT 4 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 34-06-34.700N	119-36-51.100W
DELETE	Southbound Coastwise Traffic Lane Label; SOUTHBOUND COASTWISE TRAFFIC LANE (NOS NW-22661)	NOS 34-03-10.600N	119-23-38.900W
DELETE	Southbound traffic lane OOOOO PT 1 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 34-06-34.400N	119-41-08.800W
DELETE	Southbound traffic lane OOOOO PT 2 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 34-01-24.400N	119-18-56.600W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 34-03-27.200N	119-19-32.100W

ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 34-04-39.300N	119-24-50.100W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 34-04-54.700N	119-28-10.700W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 34-04-55.900N	119-19-14.700W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 34-06-00.800N	119-30-49.000W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 34-06-02.500N	119-21-42.000W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 34-06-06.900N	119-24-25.900W
ADD	IMO AMENDED TRAFFIC SEPARATION SCHEME note; IMO AMENDED TRAFFIC SEPARATION SCHEME Portions of the traffic separation scheme shown on this chart have been amended by the IMO. See IMO COLREG.2/Circ.64. Please be advised that these portions have not been revised by the United States Coast Guard and that the corresponding changes have not been updated in the Code of Federal Regulations (33 CFR part 167). There are differences between the two traffic separation schemes and caution is advised. (NOS NW-22739)	NOS 34-02-07.400N	119-33-40.200W
ADD	North-Westbound Traffic Lane Label; NORTH-WESTBOUND TRAFFIC LANE (NOS NW-22661)	NOS 34-05-33.800N	119-21-59.500W
ADD	Separation Zone Label; SEPARATION ZONE (see note B) (NOS NW-22661)	NOS 34-04-28.700N	119-20-34.700W
ADD	Separation Zone Label; SEPARATION ZONE (see note B) (NOS NW-22661)	NOS 34-05-52.700N	119-26-44.300W
ADD	Separation screen RRRRR PT 1 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 34-06-34.900N	119-27-32.480W
ADD	Separation screen RRRRR PT 2 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 34-04-37.450N	119-18-56.530W
ADD	Separation screen RRRRR PT 3 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 34-03-35.210N	119-18-56.700W
ADD	Separation screen RRRRR PT 4 OF 4; Chart No. 1: M13 (NOS NW-22661)	NOS 34-06-34.910N	119-32-05.650W
ADD	South-Eastbound Traffic Lane Label; SOUTH-EASTBOUND TRAFFIC LANE (NOS NW-22661)	NOS 34-05-15.700N	119-27-20.500W
ADD	Traffic Lane MTTTT PT 1 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 34-06-34.900N	119-22-59.290W
ADD	Traffic Lane MTTTT PT 2 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 34-05-39.680N	119-18-56.500W
ADD	Traffic Lane PTTTT PT 1 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 34-06-34.670N	119-36-37.690W
ADD	Traffic Lane PTTTT PT 2 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 34-02-33.070N	119-18-56.700W

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ChartTitle: San Diego to Santa Rosa Island

Main Panel 1893 SAN DIEGO TO SANTA ROSA ISLAND. Page/Side: N/A

DELETE	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 33-36-00.000N	118-22-24.400W
DELETE	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 33-38-11.800N	118-20-19.800W
DELETE	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 33-46-33.700N	118-45-29.200W
DELETE	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 33-49-04.600N	118-43-28.500W
DELETE	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 34-03-50.000N	119-27-04.600W
DELETE	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 34-06-10.000N	119-23-53.600W
DELETE	Northbound Coastwise Traffic Lane Label; NORTHBOUND COASTWISE TRAFFIC LANE (NOS NW-22661)	NOS 33-53-46.500N	118-53-23.100W

DELETE	Separation Zone Label; SEPARATION ZONE (NOS NW-22661)	NOS 33-53-42.800N	118-56-49.000W
DELETE	Separation screen WWWW PT 1 OF 8; Chart No. 1: M13 (NOS NW-22661)	NOS 34-08-52.300N	119-37-21.300W
DELETE	Separation screen WWWW PT 2 OF 8; Chart No. 1: M13 (NOS NW-22661)	NOS 34-04-04.100N	119-15-58.800W
DELETE	Separation screen WWWW PT 3 OF 8; Chart No. 1: M13 (NOS NW-22661)	NOS 33-37-44.000N	118-20-51.500W
DELETE	Separation screen WWWW PT 4 OF 8; Chart No. 1: M13 (NOS NW-22661)	NOS 33-37-45.200N	118-17-30.100W
DELETE	Separation screen WWWW PT 5 OF 8; Chart No. 1: M13 (NOS NW-22661)	NOS 33-36-32.600N	118-17-32.100W
DELETE	Separation screen WWWW PT 6 OF 8; Chart No. 1: M13 (NOS NW-22661)	NOS 33-36-30.200N	118-23-05.900W
DELETE	Separation screen WWWW PT 7 OF 8; Chart No. 1: M13 (NOS NW-22661)	NOS 34-02-09.900N	119-17-24.700W
DELETE	Separation screen WWWW PT 8 OF 8; Chart No. 1: M13 (NOS NW-22661)	NOS 34-08-50.600N	119-46-42.200W
DELETE	Southbound Coastwise Traffic Lane Label; SOUTHBOUND COASTWISE TRAFFIC LANE (NOS NW-22661)	NOS 33-51-56.500N	118-56-30.100W
DELETE	Traffic lane SSSS PT 1 OF 4; Chart No.1: M15 (NOS NW-22661)	NOS 34-08-51.300N	119-32-58.100W
DELETE	Traffic lane SSSS PT 2 OF 4; Chart No.1: M15 (NOS NW-22661)	NOS 34-04-41.700N	119-14-47.500W
DELETE	Traffic lane SSSS PT 3 OF 4; Chart No.1: M15 (NOS NW-22661)	NOS 33-38-41.300N	118-20-25.800W
DELETE	Traffic lane SSSS PT 4 OF 4; Chart No.1: M15 (NOS NW-22661)	NOS 33-38-42.400N	118-17-37.900W
DELETE	Traffic lane TTTT PT 1 OF 4; Chart No.1: M15 (NOS NW-22661)	NOS 34-08-50.500N	119-50-56.800W
DELETE	Traffic lane TTTT PT 2 OF 4; Chart No.1: M15 (NOS NW-22661)	NOS 34-01-22.000N	119-18-06.600W
DELETE	Traffic lane TTTT PT 3 OF 4; Chart No.1: M15 (NOS NW-22661)	NOS 33-35-33.400N	118-23-23.700W
DELETE	Traffic lane TTTT PT 4 OF 4; Chart No.1: M15 (NOS NW-22661)	NOS 33-35-32.400N	118-17-33.500W
DELETE	see note J label; (see note J) (NOS NW-22661)	NOS 33-47-38.100N	118-44-42.600W
DELETE	see note J label; (see note J) (NOS NW-22661)	NOS 34-08-22.100N	119-38-05.400W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 33-42-22.100N	118-34-15.100W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 33-44-19.100N	118-32-53.200W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 33-53-35.600N	118-57-15.600W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 33-55-04.100N	118-56-16.600W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 34-05-30.900N	119-30-28.100W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 34-07-46.900N	119-29-42.400W
ADD	IMO AMENDED TRAFFIC SEPARATION SCHEME note; IMO AMENDED TRAFFIC SEPARATION SCHEME Portions of the traffic separation scheme shown on this chart have been amended by the IMO. See IMO COLREG.2/Circ.64. Please be advised that these portions have not been revised by the United States Coast Guard and that the corresponding changes have not been updated in the Code of Federal Regulations (33 CFR part 167). There are differences between the two traffic separation schemes and caution is advised. (NOS NW-22739)	NOS 34-08-42.100N	117-35-37.700W
ADD	North-Westbound Traffic Lane Label; NORTH-WESTBOUND TRAFFIC LANE (NOS NW-22661)	NOS 33-53-07.000N	118-52-04.300W

ADD	North-Westbound Traffic Lane Label; NORTH-WESTBOUND TRAFFIC LANE (NOS NW-22661)	NOS 34-06-52.000N	119-25-37.300W
ADD	Northbound Coastwise Traffic Lane Label; NORTHBOUND COASTWISE TRAFFIC LANE (NOS NW-22661)	NOS 33-43-00.300N	118-30-07.600W
ADD	Separation Zone Label; SEPARATION ZONE (see note J) (NOS NW-22661)	NOS 33-39-54.200N	118-26-24.400W
ADD	Separation Zone Label; SEPARATION ZONE (see note J) (NOS NW-22661)	NOS 34-06-50.500N	119-31-06.100W
ADD	Separation screen XXXXX PT 1 OF 8; Chart No. 1: M13 (NOS NW-22661)	NOS 34-08-51.700N	119-37-33.600W
ADD	Separation screen XXXXX PT 2 OF 8; Chart No. 1: M13 (NOS NW-22661)	NOS 34-03-52.170N	119-15-37.620W
ADD	Separation screen XXXXX PT 3 OF 8; Chart No. 1: M13 (NOS NW-22661)	NOS 33-37-42.030N	118-20-34.170W
ADD	Separation screen XXXXX PT 4 OF 8; Chart No. 1: M13 (NOS NW-22661)	NOS 33-37-42.030N	118-17-34.260W
ADD	Separation screen XXXXX PT 5 OF 8; Chart No. 1: M13 (NOS NW-22661)	NOS 33-36-29.990N	118-17-35.990W
ADD	Separation screen XXXXX PT 6 OF 8; Chart No. 1: M13 (NOS NW-22661)	NOS 33-36-29.990N	118-20-28.770W
ADD	Separation screen XXXXX PT 7 OF 8; Chart No. 1: M13 (NOS NW-22661)	NOS 34-02-56.350N	119-16-05.630W
ADD	Separation screen XXXXX PT 8 OF 8; Chart No. 1: M13 (NOS NW-22661)	NOS 34-08-51.900N	119-42-09.000W
ADD	South-Eastbound Traffic Lane Label; SOUTH-EASTBOUND TRAFFIC LANE (NOS NW-22661)	NOS 33-51-47.700N	118-53-25.500W
ADD	South-Eastbound Traffic Lane Label; SOUTH-EASTBOUND TRAFFIC LANE (NOS NW-22661)	NOS 34-04-40.300N	119-26-50.400W
ADD	Southbound Coastwise Traffic Lane Label; SOUTHBOUND COASTWISE TRAFFIC LANE (NOS NW-22661)	NOS 33-41-18.100N	118-32-13.600W
ADD	Traffic lane UUUUU PT 1 OF 4; Chart No.1: M15 (NOS NW-22661)	NOS 34-08-50.900N	119-32-58.400W
ADD	Traffic lane UUUUU PT 2 OF 4; Chart No.1: M15 (NOS NW-22661)	NOS 34-04-48.000N	119-15-09.600W
ADD	Traffic lane UUUUU PT 3 OF 4; Chart No.1: M15 (NOS NW-22661)	NOS 33-38-42.000N	118-20-14.230W
ADD	Traffic lane UUUUU PT 4 OF 4; Chart No.1: M15 (NOS NW-22661)	NOS 33-37-42.030N	118-17-34.260W
ADD	Traffic lane VVVV PT 1 OF 4; Chart No.1: M15 (NOS NW-22661)	NOS 34-08-52.200N	119-46-42.700W
ADD	Traffic lane VVVV PT 2 OF 4; Chart No.1: M15 (NOS NW-22661)	NOS 34-02-00.530N	119-16-33.660W
ADD	Traffic lane VVVV PT 3 OF 4; Chart No.1: M15 (NOS NW-22661)	NOS 33-35-30.000N	118-20-48.630W
ADD	Traffic lane VVVV PT 4 OF 4; Chart No.1: M15 (NOS NW-22661)	NOS 33-35-30.000N	118-17-35.990W

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ChartTitle: Santa Monica Bay;King Harbor

Main Panel 1894 SANTA MONICA BAY. Page/Side: N/A

ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 33-45-58.300N	118-35-41.300W
ADD	IMO AMENDED TRAFFIC SEPARATION SCHEME note; IMO AMENDED TRAFFIC SEPARATION SCHEME Portions of the traffic separation scheme shown on this chart have been amended by the IMO. See IMO COLREG.2/Circ.64. Please be advised that these portions have not been revised by the United States Coast Guard and that the corresponding changes have not been updated in the Code of Federal Regulations (33 CFR part 167). There are differences between the two traffic separation schemes and caution is advised. (NOS NW-22739)	NOS 34-03-00.200N	118-35-41.500W
ADD	North-Westbound Traffic Label; NORTH-WESTBOUND TRAFFIC (NOS NW-22661)	NOS 33-45-57.000N	118-35-42.700W
		NOS	

ADD	Traffic lane YYYYY PT 1 OF 2; Chart No.1: M15 (NOS NW-22661)	33-46-08.200N	118-35-51.400W
ADD	Traffic lane YYYYY PT 2 OF 2; Chart No.1: M15 (NOS NW-22661)	NOS 33-45-52.800N	118-35-19.000W
18746	38th Ed. 01-NOV-09 Last LNM: 18/12 NAD 83		23/13
ChartTitle: San Pedro Channel;Dana Point Harbor			
Main Panel 1897 SAN PEDRO CHANNEL. Page/Side: N/A			
DELETE	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 33-35-58.500N	118-19-30.100W
DELETE	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 33-38-12.000N	118-19-32.700W
DELETE	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 33-41-13.700N	118-34-06.000W
DELETE	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 33-43-45.200N	118-32-10.400W
DELETE	Northbound Coastwise Traffic Lane Label; NORTHBOUND COASTWISE TRAFFIC LANE (NOS NW-22661)	NOS 33-41-36.200N	118-27-40.100W
DELETE	Separation Zone Label; SEPARATION ZONE (see note B) (NOS NW-22661)	NOS 33-41-41.000N	118-31-34.800W
DELETE	Separation screen DDDDDD PT 1 OF 6; Chart No. 1: M13 (NOS NW-22661)	NOS 33-45-47.200N	118-37-32.500W
DELETE	Separation screen DDDDDD PT 2 OF 6; Chart No. 1: M13 (NOS NW-22661)	NOS 33-37-41.900N	118-20-53.900W
DELETE	Separation screen DDDDDD PT 3 OF 6; Chart No. 1: M13 (NOS NW-22661)	NOS 33-37-42.100N	118-17-36.000W
DELETE	Separation screen DDDDDD PT 4 OF 6; Chart No. 1: M13 (NOS NW-22661)	NOS 33-36-29.900N	118-17-35.600W
DELETE	Separation screen DDDDDD PT 5 OF 6; Chart No. 1: M13 (NOS NW-22661)	NOS 33-36-30.000N	118-23-05.900W
DELETE	Separation screen DDDDDD PT 6 OF 6; Chart No. 1: M13 (NOS NW-22661)	NOS 33-43-29.100N	118-37-32.400W
DELETE	Southbound Coastwise Traffic Lane Label; SOUTHBOUND COASTWISE TRAFFIC LANE (NOS NW-22661)	NOS 33-38-54.600N	118-29-12.900W
DELETE	Traffic lane AAAAAA PT 1 OF 3; Chart No.1: M15 (NOS NW-22661)	NOS 33-42-18.700N	118-37-32.900W
DELETE	Traffic lane AAAAAA PT 2 OF 3; Chart No.1: M15 (NOS NW-22661)	NOS 33-35-29.400N	118-23-24.900W
DELETE	Traffic lane AAAAAA PT 3 OF 3; Chart No.1: M15 (NOS NW-22661)	NOS 33-35-29.900N	118-17-36.700W
DELETE	Traffic lane ZZZZZ PT 1 OF 3; Chart No.1: M15 (NOS NW-22661)	NOS 33-46-55.600N	118-37-31.700W
DELETE	Traffic lane ZZZZZ PT 2 OF 3; Chart No.1: M15 (NOS NW-22661)	NOS 33-38-42.100N	118-20-35.400W
DELETE	Traffic lane ZZZZZ PT 3 OF 3; Chart No.1: M15 (NOS NW-22661)	NOS 33-38-41.500N	118-17-37.700W
CHANGE	Avalon Bay Light 1 HEIGHT TO 30ft.	CGD11 at 33-20-42.367N	118-19-19.267W
CHANGE	Avalon Bay Light 2 HEIGHT TO 30ft.	CGD11 at 33-20-54.204N	118-19-26.046W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 33-35-50.000N	118-19-28.800W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 33-38-21.700N	118-19-30.300W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 33-38-58.600N	118-26-29.800W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 33-40-28.400N	118-25-35.200W
ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	NOS 33-43-23.100N	118-36-33.300W
		NOS	

ADD	Directional flow arrow; Chart No.1: M10 (NOS NW-22661)	33-45-23.100N NOS	118-35-05.300W
ADD	IMO AMENDED TRAFFIC SEPARATION SCHEME note; IMO AMENDED TRAFFIC SEPARATION SCHEME Portions of the traffic separation scheme shown on this chart have been amended by the IMO. See IMO COLREG.2/Circ.64. Please be advised that these portions have not been revised by the United States Coast Guard and that the corresponding changes have not been updated in the Code of Federal Regulations (33 CFR part 167). There are differences between the two traffic separation schemes and caution is advised. (NOS NW-22739)	33-15-32.300N	118-21-00.100W
ADD	Northbound Coastwise Traffic Lane Label; NORTHBOUND COASTWISE TRAFFIC LANE (NOS NW-22661)	NOS 33-41-02.800N	118-26-47.700W
ADD	Separation Zone Label; SEPARATION ZONE (see note B) (NOS NW-22661)	NOS 33-41-58.200N	118-30-46.800W
ADD	Separation screen CCCCC PT 1 OF 6; Chart No. 1: M13 (NOS NW-22661)	NOS 33-45-46.600N	118-37-31.600W
ADD	Separation screen CCCCC PT 2 OF 6; Chart No. 1: M13 (NOS NW-22661)	NOS 33-37-42.000N	118-20-34.200W
ADD	Separation screen CCCCC PT 3 OF 6; Chart No. 1: M13 (NOS NW-22661)	NOS 33-37-42.030N	118-17-34.260W
ADD	Separation screen CCCCC PT 4 OF 6; Chart No. 1: M13 (NOS NW-22661)	NOS 33-36-29.990N	118-17-35.990W
ADD	Separation screen CCCCC PT 5 OF 6; Chart No. 1: M13 (NOS NW-22661)	NOS 33-36-29.990N	118-20-28.770W
ADD	Separation screen CCCCC PT 6 OF 6; Chart No. 1: M13 (NOS NW-22661)	NOS 33-44-37.500N	118-37-32.800W
ADD	Southbound Coastwise Traffic Lane Label; SOUTHBOUND COASTWISE TRAFFIC LANE (NOS NW-22661)	NOS 33-39-32.100N	118-27-41.700W
ADD	Traffic lane BBBB PT 1 OF 3; Chart No.1: M15 (NOS NW-22661)	NOS 33-35-30.000N	118-17-35.990W
ADD	Traffic lane BBBB PT 2 OF 3; Chart No.1: M15 (NOS NW-22661)	NOS 33-35-30.000N	118-20-48.630W
ADD	Traffic lane BBBB PT 3 OF 3; Chart No.1: M15 (NOS NW-22661)	NOS 33-43-28.200N	118-37-32.390W
ADD	Traffic lane EEEEE PT 1 OF 3; Chart No.1: M15 (NOS NW-22661)	NOS 33-46-55.900N	118-37-31.600W
ADD	Traffic lane EEEEE PT 2 OF 3; Chart No.1: M15 (NOS NW-22661)	NOS 33-38-42.000N	118-20-14.230W
ADD	Traffic lane EEEEE PT 3 OF 3; Chart No.1: M15 (NOS NW-22661)	NOS 33-38-42.000N	118-17-35.990W

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ChartTitle: San Pedro Bay;Anaheim Bay Huntington Harbor

Main Panel 1902 SAN PEDRO BAY. Page/Side: N/A

DELETE	Reservation Point Restricted Navigation Area Middle Buoy (LLNR 3222)	CGD11 33-43-37.000N	118-15-59.000W
DELETE	Reservation Point Restricted Navigation Area North Buoy (LLNR 3221)	CGD11 33-43-45.190N	118-16-00.564W
DELETE	Reservation Point Restricted Navigation Area South Buoy (LLNR 3223)	CGD11 33-43-27.500N	118-15-54.500W

18751 46th Ed. 01-AUG-09 Last LNM: 21/09 NAD 83 23/13

ChartTitle: Los Angeles and Long Beach Harbors

Main Panel 1904 LOS ANGELES AND LONG BEACH HARBORS. Page/Side: N/A

DELETE	Reservation Point Restricted Navigation Area Middle Buoy (LLNR 3222)	CGD11 33-43-37.000N	118-15-59.000W
DELETE	Reservation Point Restricted Navigation Area North Buoy (LLNR 3221)	CGD11 33-43-45.190N	118-16-00.564W
DELETE	Reservation Point Restricted Navigation Area South Buoy (LLNR 3223)	CGD11 33-43-27.500N	118-15-54.500W

ChartTitle: Santa Catalina Island;Avalon Bay;Catalina Harbor;Isthmus Cove

Inset 1936 AVALON BAY. Page/Side: N/A

CHANGE	Avalon Bay Light 1 HEIGHT TO 30ft.	CGD11 at 33-20-42.367N	118-19-19.267W
CHANGE	Avalon Bay Light 2 HEIGHT TO 30ft.	CGD11 at 33-20-54.204N	118-19-26.046W

Main Panel 1910 SANTA CATALINA ISLAND. Page/Side: N/A

CHANGE	Avalon Bay Light 1 HEIGHT TO 30ft.	CGD11 at 33-20-42.367N	118-19-19.267W
CHANGE	Avalon Bay Light 2 HEIGHT TO 30ft.	CGD11 at 33-20-54.204N	118-19-26.046W

ChartTitle: Gulf of Santa Catalina;Delmar Boat Basin-Camp Pendleton

Main Panel 1922 GULF OF SANTA CATALINA. Page/Side: N/A

CHANGE	Avalon Bay Light 1 HEIGHT TO 30ft.	CGD11 at 33-20-42.367N	118-19-19.267W
CHANGE	Avalon Bay Light 2 HEIGHT TO 30ft.	CGD11 at 33-20-54.204N	118-19-26.046W

SECTION V - ADVANCE NOTICES

This section contains advance notice of approved projects, changes to aids to navigation, or upcoming temporary changes such as dredging, etc. Mariners are advised to use caution while transiting these areas.

SUMMARY OF ADVANCED APPROVED PROJECTS**Approved Project(s)**

None

Project Date**Ref. LNM****Advance Notice(s)****ANACAPA ISLAND-ANACAPA ISLAND LIGHT**

The U.S. Coast Guard is planning to change Anacapa Island Light (LLNR 185) to an LED with a 14nm nominal range and a sound signal with a 1/2nm range. Advanced notice of implementation will be provided once scheduled. Direct any questions to LT Melissa Smith at 510-437-5984 or Melissa.A.Smith@uscg.mil.

Charts: 501 530 18720 18729

LNM: 19/13

CAMP PENDLETON-ATON DISESTABLISHMENT

The U.S. Coast Guard is planning to discontinue Camp Pendleton Calibration Lighted Buoy (LLNR 65). Advanced notice of discontinue date will be provided once scheduled. Direct any questions to LT Melissa Smith at 510-437-5984 or Melissa.A.Smith@uscg.mil.

Charts: 18020 18022 18740 18774

LNM: 17/13

CRESCENT CITY-ST GEORGE REEF

The U.S. Coast Guard is planning to discontinue St. George Reef Lighted Whistle Buoy 46 (LLNR 560). This ATON is scheduled to be discontinued the week of June 17, 2013 operations pending. Direct any questions to LT Melissa Smith at 510-437-5984 or Melissa.A.Smith@uscg.mil.

Charts: 530 18007 18010 18603

LNM: 18/13

ESTERO BAY-ESTERO BAY GONG BUOY 18

The U.S. Coast Guard is planning to discontinue Estero Bay Gong Buoy 18 (LLNR 250). Advanced notice of discontinue date will be provided once scheduled. Direct any questions to LT Melissa Smith at 510-437-5984 or Melissa.A.Smith@uscg.mil.

Charts: 18022 18700 18703

LNM: 23/13

HUMBOLDT BAY-ATON DISESTABLISHMENT

The U.S. Coast Guard is planning to discontinue Humboldt Bay Light (LLNR 495). Advanced notice of discontinue date will be provided once scheduled. Direct any questions to LT Melissa Smith at 510-437-5984 or Melissa.A.Smith@uscg.mil.

Charts: 530 18007 18010 18022 18620

LNM: 21/13

PUNTA GORDA-SAUNDERS REEF-ATON DISESTABLISHMENT

The U.S. Coast Guard is planning to discontinue Punta Gorda Lighted Whistle Buoy 38 (LLNR 475) and Saunders Reef Lighted Gong Buoy 34 (LLNR 410). Advanced notice of discontinue date will be provided once scheduled. Direct any questions to LT Melissa Smith at 510-437-5984 or Melissa.A.Smith@uscg.mil.

Charts: 18010 18620 18623 18640

LNLM: 21/13

SAN FRANCISCO BAY-WAMS ANNOUNCEMENT

The U.S. Coast Guard is conducting a Waterways Analysis Management System (WAMS) study of the San Francisco Bay. The study focuses on the area's aids to navigation, waterborne commerce, marine casualty information, port/harbor resources, emergency response plans, routing and emergency communication capabilities, and future development projects. Any interested company or individual wishing to provide recommendations on existing or additional aids to navigation in this area, participate in a user survey, located here: San Francisco Bay User Survey <<https://surveys.uscg.mil/Community/se.ashx?s=6F20F774592F7974>> , or receive further information should contact LTJG Joshua Dykman at (415) 399-3585, Joshua.v.dykman@uscg.mil, or Chief Jason Koelle at (415) 399-3529, Jason.e.Koelle@uscg.mil.

LNLM: 45/12

SAN LUIS OBISPO-SAN LUIS OBISPO LIGHT

The U.S. Coast Guard is planning to discontinue the Sound Signal at San Luis Obispo Light (LLNR 225). Advanced notice of discontinue date will be provided once scheduled. Direct any questions to LT Melissa Smith at 510-437-5984 or Melissa.A.Smith@uscg.mil.

Charts: 501 530 18020 18022 18700 18703 18704

LNLM: 23/13

SANTA CRUZ-ATON DISESTABLISHMENT

The U.S. Coast Guard is planning to discontinue Santa Cruz Light (LLNR 305). Santa Cruz Light is being converted to a Private Aid to Navigation (PAtoN). A timeline for this transition will be provided once scheduled. Direct any questions to LT Melissa Smith at 510-437-5984 or Melissa.A.Smith@uscg.mil.

Charts: 501 18010 18022 18680 18685

LNLM: 16/13

SUISUN BAY-ATON DISESTABLISHMENT

The U.S. Coast Guard is planning to discontinue Suisun Bay Buoy's 1, 2, 3, 4, 5, 6, and 8 (LLNR 6506, 6506.5, 6507, 6507.5, 6508, 6508.5 and 6509.5). Suisun Bay Buoys A and B (LLNR 6506 and 6507) will be established at approximately 38-03-50N 122-00-53.5W and 38-03-44N 122-00-20W respectively. A timeline for this transition will be provided once scheduled. Direct any questions to LT Melissa Smith at 510-437-5984 or Melissa.A.Smith@uscg.mil.

Charts: 18652 18656 18658

LNLM: 16/13

SECTION VI - PROPOSED CHANGES

Periodically, the Coast Guard evaluates its system of aids to navigation to determine whether the conditions for which the aids to navigation were established have changed. When changes occur, the feasibility of improving, relocating, replacing, or discontinuing aids are considered. This section contains notice(s) of non-approved, proposed projects open for comment. SPECIAL NOTE: Mariners are requested to respond in writing to the District office unless otherwise noted (see banner page for address).

PROPOSED WATERWAY PROJECTS OPEN FOR PUBLIC COMMENT

<u>Proposed Project(s)</u>	<u>Closing</u>	<u>Docket No.</u>	<u>Ref. LNLM</u>
None			

Proposed Change Notice(s)

TRINIDAD-TRINIDAD HEAD LIGHT

The U.S. Coast Guard is planning to change Trinidad Head Light (LLNR 525) to an LED with a 14nm nominal range. Direct any questions, comments, or feedback no later than June 21st, 2013 to LT Melissa Smith at 510-437-5984 or Melissa.A.Smith@uscg.mil.

Charts: 18007 18010 18600 18605 18620

LNLM: 20/13

SECTION VII - GENERAL

This section contains information of general concern to the Mariners. Mariners are advised to use caution while transiting these areas.

CERRITOS CHANNEL-BRIDGE

REPLACEMENT SCHUYLER HEIM BRIDGE CONSTRUCTION - Two temporary eastern trestles are in place for construction of the replacement bridge. Temporary falsework is being erected over the trestle. The main navigation span through the construction site provides 75 feet of horizontal clearance and 43 feet of vertical clearance at Mean High Water. The temporary falsework and trestles are lighted at night with steady burning red lights. (See trestle/falsework lighting diagram enclosure at the end of this notice). Portions of the eastern fenders on the existing bridge have been removed. The western portions of the fenders remain in place. Construction activities will take place Monday through Friday, 0700 to 1530 local time. For conditions at the bridge mariners can contact; Caltrans, 213-444-1171; MCM Construction, 714-305-2725; MCM Construction, 714-330-5370. Mariners are urged to use caution while transiting the work site. See enclosure section for [Heim_FalseworkTrestleBargeLighting.pdf](#) and [HEIM_fenderpierlightingplan.pdf](#).

CERRITOS CHANNEL-BRIDGE

Chart 18749

LNM: 45/11

COLORADO RIVER-ARIZONA-BRIDGE

Highway 62 Bridge at Parker, AZ. -Temporary trestles installed upstream and downstream for the replacement of the bridge, provide 10 feet vertical clearance above high water and 50 feet horizontal clearance at the main navigational channel span only. At night, the trestle piles are marked with red lights and the main channel span is marked with a center range of 2 green lights. Cable cross bracing may be present in all spans except the main channel span. Cables are marked with multi-colored flags. Orange buoys have been installed along the length of the trestles leaving an opening for vessels to pass through the main navigational channel span. Mariners are advised to use the main channel span only. No wake is requested through the project site. The bridge replacement project will be in progress through Dec 2013.

LNM: 18/11

CRESCENT CITY-MARINE CONSTRUCTION

Dutra Construction Company will conduct continuous dredging and daylight hour reconstruction of Crescent City Inner and outer Boat Basin in position 41-44-54N 124-11-03W until Feb 2014. C/D PAULA LEE, D/B-24, Tugs CHAMPION, PATRICIA, TROJAN, and BECKY T, C/B MORTY and work boat PHYLISS T will monitor VHF-FM Chan. 13, 14, 16 80, and 82. Mariners are requested to transit the area with caution. For more details or comments contact Brad Shoffit at 415-519-4262 or Dennis Slayers at 415-497-5289.

Chart 18603

LNM: 33/12

DELTA & RIVERS-BISHOP CUT-BRIDGE

EIGHT MILE ROAD DRAWBRIDGE- The drawspan will be secured in the closed-to-navigation position from 30 Sep 13 through 31 Oct 13, due to structural maintenance repairs. The bridge provides 6 feet vertical clearance above Mean High Water when closed. Vessels that can safely pass through the bridge in the closed position may continue to do so at any time. For more details or comments, contact the Coast Guard Bridge Office at 510-437-3516.

Chart 18661

LNM: 20/13

DELTA & RIVERS-MARINE CONSTRUCTION

The California Department of Water Resources will begin construction on three temporary agricultural rock barrier from 20 May 13 thorough 13 Jun 13 Grant Line Canal, in position: 37-49-10N 121-26-54W For more details or comments contact at Mike Abioui at 916-653-6027.

Chart 18661

LNM: 19/13

DELTA & RIVERS-MIDDLE RIVER-BRIDGE

BACON ISLAND ROAD DRAWBRIDGE- The drawspan will be secured in the closed-to-navigation position from 30 Sep 13 through 31 Oct 13, due to structural maintenance repairs. The bridge provides 8 feet vertical clearance above Mean High Water when closed. Vessels that can safely pass through the bridge in the closed position may continue to do so at any time. For more details or comments, contact the Coast Guard Bridge Office at 510-437-3516.

Chart 18661

LNM: 20/13

DELTA & RIVERS-OLD MORMON SLOUGH-STOCKTON-OBSTRUCTION TO NAVIGATION

The Coast Guard has received a report of a log boom that has parted in the center in Old Mormon slough in position 37-57-01N 121-18-47W. Both ends are still anchored to the shore, approximately 50 yards of boom to each side are adrift with the current. Mariners are requested to transit the area with caution.

Chart 18663

LNM: 50/12

DELTA & RIVERS-SACRAMENTO RIVER-BRIDGE

ORD FERRY BRIDGE-SEISMIC RETROFIT Until June 2014, Temporary trestles installed upstream and downstream of the bridge from the western shore, will be lighted at night with red lights and will provide 30 feet horizontal clearance through the second bridge span from the eastern shore.

LNM: 24/12

LONG BEACH HARBOR-DREDGING

Manson Construction Company will conduct dredging operations until 15 Jul 13 in the vicinity of Long Beach Middle Harbor Pier D slip 29-31, E and F. Dredge HR MORRIS, D/B FREYA, D/B VALHALLA and Tenders PUP and CUB will monitor VHF-FM Chan. 16, and 67. Mariners are requested to transit the area with caution. For more details or comments contact Frank Bechtolt at 562-762-5367.

Chart 18751

LNM: 20/13

LOS ANGELES LONG BEACH HARBOR-SEA FLOOR LEVELING OPERATION

Manson Construction Co. will conduct seafloor leveling operations in the Cabrillo Shallow Water Habitat until 21 Jun 13. Tug PUP and Dredge VULCAN will monitor VHF-FM Chan. 13, 16 and 66. Mariners are requested to transit the area with caution. For more details or comments contact Ben Tai Tai at 562-708-0787.

Chart 18751

LNM: 23/13

MONTEREY BAY-RESEARCH BUOY DEPLOYMENT

Monterey Bay Aquarium Research Institute has launched a yellow research buoy in position 36-43-30N 121-53-00W which will be recovered on 26 Jun 13. Mariners are requested to transit the area with caution. For more details or comments contact Mike Kelley at kemi@mbari.org.

Chart 18685

LNM: 17/13

MONTEREY BAY-WAVE GLIDER TEST OPERATIONS

Liquid Robotics, Inc. will be conducting 24/7 autonomous, unmanned maritime vehicle (www.liquidr.com <<http://www.liquidr.com/>>) until 30 Nov 13 in conjunction with the Monterey Bay Aquarium Research Institute in an area bound by the following coordinates:

36-48-55N 121-51-00W

36-47-34N 122-24-24W

36-41-40N 122-24-60W

The Wave Glider is remotely operated, propelled under its own power, remotely attended from a Wave Glider Operations Center (WGOC), moving at speeds of about 1kt and designed to "lose" in any type of collision with any vessel. It is approximately 6.5' x 2' (surfboard size), black in color, with a contact plaque and mast extending 3 feet above the water surface supporting a flag. Mariners are requested to transit the area with caution. For more details or comments contact Liquid Robotics 24/7 WGOC Operations at 888-574-4574, 408-636-4260, or email support@liquidr.com with your inquiries.

Charts: 18645 18680 18685

LNM: 19/13

NAPA RIVER-DREDGING

The Salt River Construction Company will conduct debris removal in the vicinity of the 3rd St. bridge in position 38-17-55N 122-17-00W until 30 Jun 13. The self-contained material barge DB#2 and crane barge BARBARA ANNE will be on scene and monitoring VHF-FM Chan. 13, 14, and 77. Mariners are requested to transit the area with caution. For more details or comments contact Salt River Construction Company at 415-435-1024.

Chart 18640

LNM: 21/13

OAKLAND HARBOR-DREDGING

Manson Construction Company will conduct continuous dredging operations until 01 Jul 13 at the Oakland Channel entrance and the Inner and Outer Harbor channels. Materials dredged will be transported via scows to the San Francisco Deep Ocean Disposal Site. D/B NJORD will monitor VHF-FM Chan. 13, 14, and 16. Mariners are requested to transit the area with caution. For more details or comments contact Kelly Williams at 510-773-7476.

Chart 18649

LNM: 42/12

PARKER-LOWER COLORADO RIVER-MARINE EVENT

Parker Area Chamber of Commerce will sponsor a inner tube float involving approximately 5000 participants floating down river from Patria Flats Day Use Area to the Blue Water Resort and Casino in the Colorado River waters adjacent and south of Moolvalya Marsh in Parker, AZ from 0830 to 1500 on 08 June, 2013. Mariners are advised to exercise caution when transiting this area. For more details or comments contact Mary Hamilton at 928-669-2174.

LNM: 23/13

POINT ARGUELLO TO DANA POINT- WHALES

NOAA recommends vessels transiting the area between Point Arguello and Dana Point, including the Traffic Separation Schemes in the Santa Barbara Channel and San Pedro Channel, from May through November, should exercise caution and reduce speed. These areas contain populations of endangered blue, humpback and fin whales. Collisions with these animals resulting in their injury or death is a violation of the Endangered Species Act (16 U.S.C. 1538 et seq.), the Marine Mammal Protection Act (16 U.S.C. 1361 et seq.), and the National Marine Sanctuaries Act (16 U.S.C. 1431 et seq.).

Additional information can be found at: <http://channelislands.noaa.gov/focus/alert.html>.

Please report any collisions with whales or any observed injured or dead whales to NOAA at 877-SOS-WHALE (877-767-9425) or to the U.S. Coast Guard on VHF Channel 16.

LNM: 22/13

POINT CONCEPTION-150 WEST-TRANSOCEANIC CABLE REPAIR

Transoceanic Cable Ship Company will conduct Emergency Deep Water Cable Repair operations from 7 Jun 13 through 14 Jun 13 in vicinity of position 33-33-48N 122-54-42W. M/V GLOBAL SENTINEL will monitor VHF-FM Chan. 16. Mariners are requested to transit the area with caution. For more detail or comments contact John Callaghan at 410-783-3160.

Chart 18020

LNM: 23/13

PORT HUENEME-TEMPORARY CHANGE

Port Hueneme Light (LLNR 190/3585) temporary change: The nominal range has been reduced to 10NM pending upgrade to modern optics. For more details or comments LT Melissa Smith at 510-437-5984 or Melissa.A.Smith@uscg.mil

Chart 18724

LNM: 50/12

PORT OF LOS ANGELES-MARINE CONSTRUCTION

Reyes Construction will conduct pile driving operations in the Port of Los Angeles-Berth 86 during daylight hours until 01 Oct 13. D/B VANCOUVER will monitor VHF-FM Chan. 13 and 16. Mariners are requested to transit the area with caution. For more details or comments contact Jennifer Garcia at 562-743-1545.

Chart 18749

LNM: 06/13

PORT OF LOS ANGELES-MARINE CONSTRUCTION

Arctic Ridge will be conducting replacement of existing maintenance access hole in the Grand Canal at Hurricane Street in position 33-58-34N 118-27-40W, until 26 June 13. For more details or comments contact Belal Tamimi at 213-847-0296.

Chart 18748

LNM: 17/13

PORT SAN LUIS HARBOR DISTRICT-DREDGING-AVILA BEACH

Dredging will commence in Port San Luis Harbor in the vicinity of the sport launch basin and mobile hoist pier until 05 Sep 13. Mariners are advised to use caution while transiting the area. For more details or comments contact Loch Deizler at 805-595-5431.

Chart 18704

LNM: 09/13

RICHMOND-DREDGING OPERATIONS

Dutra will conduct continuous dredging operation at Levin Terminal, in Richmond Inner Harbor until 1 Jul 13. Tug SARA READ, TROJAN, and D/B BEAVER will Monitor VHF-FM Chan. 13, 14, and 82. Mariners are requested to transit the area with caution. For more details contact Dennis Slayer at 510-497-5289.

Chart 18653

LNM: 23/13

SAN CLEMENTE ISLAND-NAVAL TRAINING

U.S. Navy will conduct diving and repair operations in vicinity of Wilson cove, San Clemente Island until 10 Jun 13. Tug and Barge A.N. TILLET will monitor VHF-FM Chan. 6 and 16. Mariners are requested to transit the area with caution. For more details or comments contact Steve Cohen at 202-373-8124.

Chart 18763

LNM: 22/13

SAN DIEGO AND CORONADO CANYON-WAVE GLIDER OPERATIONS

Liquid Robotics, Inc. will be conducting 24/7 autonomous, unmanned maritime vehicle operations (www.liquidr.com <<http://www.liquidr.com/>>) until 10 Jun 13 in the vicinity of position 32-51-00N 117-42-00W. The Wave Glider is remotely operated, propelled under its own power, remotely attended from a Wave Glider Operations Center (WGOC), moving at speeds of about 1kt and designed to "lose" in any type of collision with any vessel. It is approximately 6.5' x 2' (surfboard size), black in color, with a contact plaque and mast extending 3 feet above the water surface supporting a flag. Mariners are requested to transit the area with caution. For more details or comments contact Liquid Robotics 24/7 WGOC Operations at 888-574-4574, 408-636-4260, or email support@liquidr.com with your inquiries.

Charts: 18744 18765

LNM: 18/13

SAN DIEGO BAY-BRIDGE

CORONADO BRIDGE-Caltrans and American Marine Corp are removing marine growth via dive operations on various piers until 01 Jul 13. The dive vessel OFFICIAL BUSINESS, a 10' by 32' aft wheelhouse aluminum landing craft and a 15' by 52' forward wheelhouse work barge LOKALIA, will be at separate locations at the bridge each day. Diver's umbilical hose may be floating on the surface adjacent to the vessels with heavy equipment on deck. All mariners are requested to contact the vessels OFFICIAL BUSINESS 858-518-8237 or 916-343-6731 and LOKALIA (call sign WAS3694) 310-345-8536 or 310-345-4277 via cell or via VHF-FM Chan. 16, approximately 30 minutes before transiting the bridge. All passing vessels are requested to use extreme caution. For further information, mariners can contact the Coast Guard Bridge Office at 510 437-3515.

Chart 18773

LNM: 08/13

SAN DIEGO BAY-MARINE CONSTRUCTION

The U.S. Navy will be replacing potable waterline on Pier 1 in position 32-41-06N 117-08-02W, until 30 Nov 13. All work will be done off of floats and a 15' aluminum boat will be used to tow floats. Mariners are requested to transit the area with caution. For more details or comments contact Andrew Foland at 619-454-1477.

Chart 18772

LNM: 02/13

SAN DIEGO BAY-MARINE CONSTRUCTION

Manson Construction will demolish and rebuild Naval Base 32nd street pier 12 in position 32-41-39N 117-09-47W and upgrade pier 13 in vicinity of 32-39-38N 117-07-13W until 15 Jul 13. D/B VULCAN, scows ROCKPORT, SEAPORT and FOSS tug boat will monitor VHF-FM Chan. 16. All Mariners are requested to transit with caution. For more details or comments contact Terry Hammerwold at 510-773-6963.

Chart 18773

LNM: 16/12

SAN DIEGO BAY-MARINE CONSTRUCTION

R.E. Staite Engineering Inc. will conduct pier replacement operations in San Diego Bay in position 32-41-24N 117-08-38W, until 30 Sep 13. Dredging will be performed by DB PALOMAR and will be using the LA-5 disposal site in position 32-36-83N 117-20-67W. Tug KILLEEN and KATHA C will monitor VHF-FM Chan. 16. Mariners are requested to transit the area with caution. For more details or comments contact Randy Jaeger at 619-238-1000.

Chart 18773

LNM: 11/13

SAN DIEGO-DEBRIS REMOVAL

The Unified Port of San Diego in collaboration with The U.S. Army Corps of Engineers will conduct debris removal in the vicinity of anchorage A-8 south San Diego Bay until 30 Aug 13. Pacific Tugboat Service, Vessel Assist PT. LOMA and Crew Boat SUPPLIER 76 will monitor VHF-FM Chan. 5 and 16. Mariners are requested to transit the area with caution. For more details or comments contact Rob Butler at 619-933-7001 or Grant Westmorland at 619-533-7932.

Chart 18773

LNM: 23/13

SAN DIEGO-HAZARDOUS OPERATIONS

The U.S. Navy will conduct continuous hazardous operations from 0001-2359 daily, until 30 Jun 13, in an area bound by the following positions:

32-33-00N 118-25-00W

32-35-00N 118-16-00W

32-35-00N 117-40-00W

31-55-00N 117-40-00W

SAN DIEGO-HAZARDOUS OPERATIONS

31-55-00N 118-25-00W

32-33-00N 118-25-00W

Mariners are advised to transit with caution. For more details or comments contact FACSAC schedules at 619-545-1757.

Charts: 18740 18762

LNM: 22/13

SAN DIEGO-MARINE CONSTRUCTION

Kinsman Construction Inc will remove and replace the fire line service and electrical service under the Broadway pier in position 32-42-57N 117-10-35W until 30 Sep 13. All work will be done from an 18' skiff and 8'x8' barge and will monitor VHF-FM Chan. 16. All mariners are requested to transit the area with caution. For more details or comments contact Nick Bompensiero at 619-843-9910.

Chart 18773

LNM: 17/13

SAN DIEGO-MARINE EVENT

The U.S. Navy will be conducting a boat exercise involving several ridged hull inflatable boats, low visibility crafts, scuba divers, and marine mammals adjacent to Camp Pendleton Amphibious Vehicle Training Area and at least 5 nautical miles west out to sea. Operations will take place during daylight hours until 23 June 13. Mariners are requested to transit the area with caution. The U.S. Navy will monitor VHF-FM Chan. 16 and 69. For more details or comments contact the U.S. Navy's Very Shallow Water Task Unit at 619-767-4048.

Chart 18740

LNM: 23/13

SAN DIEGO-MILITARY EXERCISE

The U.S. Navy will conduct ferrying exercise from pier 19 to USS LUMMUS in anchorage 172 in position 32-38-22N 117-12-40W and USS CURTIS in anchorage 175 in position 32 38 22N 117 10 28W off of Silver Strand Beach from 12 Jun 13 through 17 Jun 13 and 20 Jun 13 through 30 Jun 13. USS LUMMUS, USS CURTIS, TUGS, and Barge will monitor VHF-FM Chan. 12, 13, 16, and 79A. Mariners are requested to transit the area with caution. For more details or comments contact Amphibious Construction Battalion One Command Duty Officer at 619-247-3997.

Chart 18772

LNM: 23/13

SAN DIEGO-MISSION BAY-FIREWORKS

Sea World San Diego will sponsor 78 fireworks demonstrations almost nightly until 31 Aug 13 starting at 2050 to 2150 originating from a barge located at approximately 32-46-03N 117-13-11W. A 600 foot radius safety zone will be in effect from 0850 to 2200 encompassing all navigable waters around the fireworks barge for the duration of the event. All mariners are to avoid the safety zone and use due caution when transiting outside this area. For more details or comments contact Pyro Spectaculars at 909-355-8120.

Chart 18773

LNM: 21/13

SAN DIEGO-RESEARCH MOORINGS

The City of San Diego will have 4 long-term instrumentation moorings deployed in the vicinity of the Point Loma Ocean Outfall through August 2016. Positions and depths of the moorings are as follows:

T100-1, temperature string, 32-39-52N, 117-19-30W, 98m

T100-2, temperature string, 32-39-59N, 117-19-30W, 98m

T60-1, temperature string, 32-40-10N, 117-16-58W, 60m

T60-2, temperature string, 32-40-16N, 117-16-51W, 60m

The OCEANUS and MONITOR III will be on scene periodically monitoring VHF-FM Chan. 16. Mariners are advised to use caution when transiting these coordinates due to subsurface buoys and instruments within 6m of the surface. For more details or comments contact Mike Kelly at 619-758-2342 or 619-980-6871.

Chart 18765

LNM: 04/13

SAN FRANCISCO BAY-DREDGING

Dutra will conduct dredging operations at the Port of San Francisco Piers 32/36 until 15 Jun 13. Dredge materials will be disposed of at Pier 94/96. The dredge DB BEAVER and tug TROJAN will monitor VHF-FM Chan. 13, 14, and 8. Mariners are requested to transit the area with caution. For more details or comments contact Dennis Salyers at 415-497-5289.

Charts: 18649 18650 18652

LNM: 19/13

SAN FRANCISCO BAY-DREDGING

Dutra Construction will conduct continuous dredging operations from 07 Jun 13 through 20 Jun 13 in San Francisco Entrance, Main Ship Channel in the vicinity of buoys 1 and 7. Hopper dredge STUYVESANT will monitor VHF-FM Chan. 13, 14, and 16. Mariners are requested to transit the area with caution. For more details or comments contact Tim Ekren at 415-686-3526.

Chart 18649

LNM: 22/13

SAN FRANCISCO BAY-MARINE CONSTRUCTION

R.E. Staite Engineering will conduct dock modifications at the Oyster Point Marina guest docks 8 and 11 in position 37-39-45N 122-22-39W, until 14 Jun 13. A spud barge and crawler crane will monitor VHF-FM Chan. 16. Mariners are requested to transit the area with caution. For more details or comments contact Ammon Riordan at 707-678-2385.

Chart 18651

LNM: 17/13

SAN FRANCISCO BAY-MARINE CONSTRUCTION

Dutra Construction Co. will be conducting demolition, pile driving, rock replacement and casting a new wharf deck immediately adjacent to the Embarcadero just south of Pier 32 in San Francisco until Jun 2013. Construction will be restricted to daylight hours however towing of supply barges and maneuvering of the crane barge may continue at all hours. Mariners are requested to use caution while transiting the area. For more

SAN FRANCISCO BAY-MARINE CONSTRUCTION

details or comments contact Bryan O'Sullivan at 415-686-3938.

Chart 18650

LNM: 25/12

SAN FRANCISCO BAY-MARINE CONSTRUCTION

The California Engineering Contractors/Silverado Contractors JV will be conducting operations to facilitate installation of indicator piling in conjunction with the demolition of the existing eastern span of the San Francisco/Oakland Bay Bridge, mile 8.9, San Francisco Bay from 6 a.m. to 6 p.m., 10 Jun 13 through 30 Jun 13. The project will require temporary anchorage between Piers E3 and E4. All mariners are requested to transit the area with caution. For more details or comments contact California Engineering Contractors, Inc. at (925) 461-1500.

Chart 18650

LNM: 23/13

SAN FRANCISCO BAY-MARINE EVENT

St. Francis Yacht Club will sponsor a sailing event involving 200 participants sailing in the City Front of the San Francisco Bay from 1100 to 1900 until 08 Jun 13. All mariners are advised to exercise caution when transiting this area. For more details or comments contact MST1 J. Clark at 415-399-7440.

Chart 18649

LNM: 22/13

SAN FRANCISCO BAY-NAPA RIVER-DAMAGED ATON

Temporary structure repairs have been made to Napa River Range Front Light 14 (LLNR 6185), the pile has a 5 degree list, is unlit and is marked by Napa Temporary LB 14. The range is no longer a reliable means for navigating the river. Mariners are requested to transit the area with caution. For more details contact Coast Guard District 11 at 510-437-2929.

Chart 18654

LNM: 05/13

SAN FRANCISCO BAY-OAKLAND HARBOR-UNDERWATER REPAIR

Manson Construction Co. will be performing underwater repair work on the BART Transbay Tube cathodic protection system until Aug 2013. Work will be performed in the following positions near the Oakland Outer Harbor Channel:

37-48-32N 122-20-35W

37-48-30N 122-20-34W

37-48-35N 122-20-30W

37-48-31N 122-20-29W

D/B EINAR will monitor VHF-FM Chan. 14 and 16. For more details or comments contact Doug Woodville at 510-232-6319.

Chart 18649

LNM: 06/13

SAN FRANCISCO BAY-REDWOOD CITY-MARINE CONSTRUCTION

Manson Construction will demolish and rebuild wharves 1 and 2 until Jan 2014 in the vicinity of 37-30-47N 122-12-36W. D/B HAGAR will monitor VHF-FM Chan. 14, 16, and 66. Mariners are requested to transit the area with caution. For more details or comments contact Bill Partridge at 510-232-6319 or John Dees at 510-815-1938.

Chart 18651

LNM: 37/12

SAN FRANCISCO BAY-RESEARCH BUOYS

NOAA Scientists have deployed numerous oceanographic instruments subsurface that can damage fishing gear and trawl-resistant bottom mounts (TRBM) or subsurface taut-line moorings(SUBS/ES2) in the following positions offshore of San Francisco Bay. The instruments will be recovered by 20 Sep 13.

37-30-05N 122-06-57W TRMB

37-31-49N 122-09-37W ES2-1

37-33-04N 122-11-25W ES2-2

37-31-33N 122-11-56W ES2-3

37-35-16N 122-15-00W SUBS

37-37-31N 122-17-46W TRBM

37-39-44N 122-14-16W TRBM

37-41-45N 122-20-18W ES2-4

37-53-26N 122-25-08W TRBM

37-54-55N 122-26-46W TRBM

37-55-45N 122-25-30W SUBS

37-58-08N 122-26-23W SUBS

38-03-42N 122-25-30W TRBM

38-01-51N 122-22-38W TRMB

38-02-51N 122-20-06W TRBM

38-03-43N 122-16-36W ES2-5

38-04-38N 122-14-44W TRBM

38-03-44N 122-13-39W SUBS

38-03-41N 122-13-06W SUBS

For more details or comments contact Steve Bassett at 206-526-6911 or Carl Kammerer at 301-908-1545.

Charts: 18649 18650

LNM: 21/13

SAN FRANCISCO BAY-RESEARCH BUOYS

The City of San Francisco in partnership with Kinetic Laboratories Inc, has deployed two yellow research buoys 4NM off Thornton State Beach, San Francisco in positions 37-42-29N 122-34-59W, and 37-41-58N 122-34-33W. The buoys will be removed Nov 2013. Each buoy stands 8 feet

SAN FRANCISCO BAY-RESEARCH BUOYS

out of the water with radar reflectors and strobes flashing yellow once every 6 seconds. Mariners are requested to transit the area with caution. For more details or comments contact Greg Cotton at 831-239-6192.

Chart 18649

LNM: 25/12

SAN FRANCISCO BAY-RICHMOND-DREDGING

Dutra will be conducting dredging operations until 01 Jul 13 at the Levin Richmond Terminal Berth A. DB BEAVER, tug SARA REED, and tug TROJAN will monitor VHF-FM Chan. 13, 14 and 82. Mariners are requested to transit the area with caution. For more details or comments, contact Dennis Salyers at 510-497-5289.

Chart 18653

LNM: 22/13

SAN FRANCISCO BAY-SECURED ANCHORAGE

The W5 berth in anchorage 9, centered in position 37-43-75N 122-20-69W, is secured until further notice due to an obstruction to navigation. Approximately 400 feet of discarded anchor chain has been located on the seabed in position 37-43-92N 122-20-71W. It has been marked by an unlit white float 4 feet in diameter. All mariners are requested to transit the area with caution and avoid anchoring in this area.

Chart 18649

LNM: 05/13

SAN FRANCISCO BAY-SHOALING

The Coast Guard has received a report of shoal water and Pier supports in the inland basin between pier 30/32 in position 37-47-08N 122-23-03W and pier 38 in position 37-46-58N 122-23-04W. Mariners are requested to transit the area with caution.

Chart 18652

LNM: 34/12

SAN FRANCISCO-MARINE CONSTRUCTION

Manson Construction Company will be conducting pile driving, demolition and rebuilding of the Light Trestle 28R at San Francisco International Airport, in position 37-36-36N 122-20-16W until 31 Jul 13. Barge WAHKIAKUM will monitor VHF-FM Chan. 16. Mariners are requested to transit the area with caution. For more details or comments contact Doug Woodville at 510-232-6319.

Chart 18652

LNM: 14/13

SAN FRANCISCO-MARINE EVENT

Bay Area Whaleboat Racing Association will sponsor a rowing event involving 100-120 participants, 10-12 boats, rowing from Alcatraz to the Pier 50 San Francisco from 0800 to 1200 on 08 Jun 2013. Mariners are requested to transit the area with caution. For more details or comments contact MST1 J. Clark at 415-399-7440.

Chart 18649

LNM: 23/13

SAN FRANCISCO-MARINE EVENT

St Francis Yacht Club will sponsor an offshore sailing event involving 200 participants from 1100 to 1900 on 09 Jun 2013. Mariners are requested to transit the area with caution. For more details or comments contact MST1 J. Clark at 415-399-7440.

Chart 18645

LNM: 23/13

SAN FRANCISCO-OAKLAND BAY BRIDGE (EAST OF YBI)

SAN FRANCISCO-OAKLAND BAY BRIDGE REPLACEMENT-EAST OF YERBA BUENA ISLAND (YBI)- The Coast Guard has established a temporary safety zone in the navigable waters of the San Francisco Bay near Yerba Buena Island CA during the removal of falsework through 31 Jul 13. This safety zone is established to protect mariners transiting the area from the dangers associated with disassembling of the falsework. Unauthorized persons or vessels are prohibited from entering into, transiting through, or remaining in the safety zone without permission of the Captain of the Port or their designated representative. See Enclosure at the end of this LNM for details on Safety Zone boundaries. Mariners are advised to avoid the construction area by using the main navigational channel west of YBI or the alternate channel, "I" - "J" (existing bridge) and E3 - E4 (3rd and 4th piers east of YBI, new bridge), east of the construction site. The green center span lights on the existing bridge have been temporarily extinguished in the main channel span, "G" - "H" and span "H" - "J". Clearances for alternate channel are; 442 feet of horizontal clearance and 112 feet of vertical clearance at Mean High Water. See Alternate_Channel.pdf in the Enclosure Section of this Local Notice to Mariners. Mariners transiting the area should proceed with caution to avoid creating unstable conditions for on-site workers. While temporary falsework is in place, it will be lit at night with quick flashing red lights. See 2009_Falsework.pdf in the Enclosure Section of this Local Notice to Mariners for falsework diagram. A large crane barge and material barges may be anchored approximately 350 feet ENE of the YBI shoreline. Anchor lines may extend approximately 1500 ft north and south of the barges, anchor buoys are lighted at night with quick flashing white lights. A crane barge and associated material barges may be anchored approximately 600 feet ENE of the YBI shoreline to assist in the construction of the overall bridge. Anchor lines may extend approximately 800 feet north and south of the barges. Anchor buoys are lighted at night with quick flashing white lights. Barges are lighted at night with steady burning red lights. See 042210BargeDiagram.pdf in the Enclosure Section of this Local Notice to Mariners for the Barge Anchor Diagrams. Mariners may contact American Bridge/Fluor VHF-FM Chan. 73, or by telephone at 510-759-1325 (American Bridge/Fluor), to determine conditions at the bridge. For more details or comments contact the Eleventh Coast Guard District Bridge Office at 510-437-3515.

Chart 18650

LNM: 43/08

SAN FRANCISCO-OAKLAND BAY BRIDGE (WEST OF YBI)

ARTISTIC BRIDGE LIGHTING BETWEEN SAN FRANCISCO AND YBI: The "Artistic Lighting" between San Francisco and YBI is in operation nightly, sunset to sunrise, through 5 Mar 15. Caltrans 24/7 telephone contact is Mr. Saeed Shahmirzai at (650) 450-3507 to have the Artistic Lighting extinguished for navigational safety. Mariners are requested to contact this number at least 30 minutes in advance to have the lighting extinguished, if required for the safe passage of vessels. Please contact the Eleventh Coast Guard District Bridge Administrator at (510) 437-3516 during normal working hours M-F, or (510) 219-4366 nights, weekends and holidays to provide comments or if additional information is needed.

SAN FRANCISCO-OAKLAND BAY BRIDGE (WEST OF YBI)

Charts: 18649 18650

LNM: 03/13

SANTA BARBARA CHANNEL-GEOPHYSICAL SURVEY

The U.S. Geological Service will conduct a geophysical survey off the coast of Santa Barbara during daylight hours from 12 Jun 13 through 26 Jun 13. R/V POINT LOMA will monitor VHF-FM Chan. 13 and 16. Mariners are requested to transit the area with caution. For more details or comments contact Neal Discroll at 760-505-9661.

Chart 18725

LNM: 23/13

SOUTHERN CALIFORNIA-ROV OPERATIONS-SANTA BARBARA

NOAA will conduct ROV operations in the Channel Island National Marine Sanctuary from 11 Jun 13 through 17 June 13. R/V SHEARWATER, with ROV BEAGLE will monitor VHF-FM. Chan. 16. Mariners are requested to transit the area with caution and maintain minimum of 500 foot distance from the vessel. For more details or comments contact LTJG Lyndsey Keen at 805-450-1504.

Chart 18720

LNM: 23/13

SECTION VIII - LIGHT LIST CORRECTIONS

An Asterisk *, indicates the column in which a correction has been made to new information

(1) No.	(2) Name and Location	(3) Position	(4) Characteristic	(5) Height	(6) Range	(7) Structure	(8) Remarks
155	<i>San Pedro Channel Traffic Lane Lighted Bell Buoy W</i>						Remove from list. 23/13
							*
480	Cape Mendocino Light						Remove from list. 23/13
							*
495 8160	Humboldt Bay Light	40-45-51.391N 124-13-47.730W	Fl W 5s	98	16	On white column. 86	Light obscured from 028° to 200°. Emergency light of reduced intensity when main light is extinguished. 23/13
				*		*	
2615	AVALON BAY LIGHT 1	33-20-42.367N 118-19-19.267W	Fl G 2.5s	30	5	SG on post.	23/13
				*			
2620	AVALON BAY LIGHT 2	33-20-54.204N 118-19-26.046W	Fl R 4s	30	4	TR on post.	23/13
				*			
3221	Reservation Point Restricted Navigation Area North Buoy						Remove from list. 23/13
							*
3222	Reservation Point Restricted Navigation Area Middle Buoy						Remove from list. 23/13
							*
3223	Reservation Point Restricted Navigation Area South Buoy						Remove from list. 23/13
							*
4829	SAN LEANDRO MARINA CHANNEL DIRECTIONAL LIGHT	37-41-43.234N 122-11-29.147W	F W (R & G Sectors)	19	W 13 G 10 R 10	On pile.	Red from 045.5° to 046.5°, white from 046.5° to 047°, green from 047° to 048°. 23/13
		*		*			
8160 495	Humboldt Bay Light	40-45-51.391N 124-13-47.730W	Fl W 5s	98	16	On white column. 86	Light obscured from 028° to 200°. Emergency light of reduced intensity when main light is extinguished. 23/13
				*		*	

PUBLICATION CORRECTIONS

None

ENCLOSURES

SAN FRANCISCO TRAFFIC SEPARATION SCHEME AMENDMENT

[SAN FRANCISCO TRAFFIC SEPARATION.pdf](#) [TSS Chartlet Flyer.pdf](#)

see link above.

LNM: 16/13

SANTA BARBARA CHANNEL TRAFFIC SEPARATION SCHEME AMENDMENT

[Revised SB and LA LB TSS Graphic.pdf](#) [SANTA BARBARA CHANNEL TSS.pdf](#)

see link above.

LNM: 16/13

SOUTHERN CALIFORNIA-MARINE SAFETY INFORMATION BULLETIN

[MSIB Voluntary Traffic Lane 11-09.pdf](#)

See link above.

LNM: 09/10

TEMPORARY SAFETY GUIDELINES FOR NAVIGATING IN REDUCED VISIBILITY

[TempReducedVis.pdf](#)

See Link above

LNM: 08/13

SAN FRANCISCO-OAKLAND BAY BRIDGE(EAST OF YBI)

[042210BargeDiagram.pdf](#) [2009_Falsework.pdf](#) [Alternate_Channel.pdf](#)

See link above to view anchor diagram for work area, alternate channel marking diagram and falsework lighting.

LNM: 43/08

SAN FRANCISCO/OAKLAND BAY BRIDGE REPLACEMENT-SAFETY ZONE

[Safety_Zone_Published_2013-07.pdf](#) [SafetyZoneDepiction01.pdf](#) [SafetyZoneDepiction02.pdf](#)

See links above to view pictures depicting safety zone and Safety Zone Federal Register Publication.

Chart 18649

LNM: 35/12

CERRITOS CHANNEL-BRIDGE

[Heim_FalseworkTrestleBargeLighting.pdf](#) [HEIM_fenderpierlightingplan.pdf](#)

See link above

Chart 18749

LNM: 45/11

REPORT OF DELAY AT DRAWBRIDGE

[DelayRept0207.pdf](#)

Use link above to Report a Delay at a Drawbridge.

LNM: 06/07

THE LOCAL NOTICE TO MARINERS IS AVAILABLE ON THE WORLD WIDE WEB AT WWW.NAVCEN.USCG.GOV/.

M. J. Salas
U.S. Coast Guard
Chief, Waterways Management Branch

Description of the traffic separation scheme

The traffic separation scheme Off San Francisco consists of four parts:

Part I

Northern approach

- (a) A separation zone is bounded by a line connecting the following geographical positions:
- | | |
|--------------------------------|---------------------------------|
| (1) 37°48'.52 N, 122°47'.63 W | (38) 38°08'.03 N, 123°21'.34 W. |
| (2) 37°58'.45 N, 123°09'.49 W | (3) 37°57'.67 N, 123°10'.31 W |
| (37) 38°09'.09 N, 123°20'.82 W | (4) 37°47'.66 N, 122°48'.29 W |
- (b) A traffic lane for north-westbound traffic is established between the separation zone and a line connecting the following geographical positions:
- | | |
|-------------------------------|--------------------------------|
| (5) 37°49'.29 N, 122°46'.79 W | (36) 38°10'.14 N, 123°20'.29 W |
| (6) 37°59'.22 N, 123°08'.66 W | |
- (c) A traffic lane for south-eastbound traffic is established between the separation zone and a line connecting the following geographical positions:
- | | |
|--------------------------------|-------------------------------|
| (39) 38°06'.92 N, 123°21'.82 W | (8) 37°46'.72 N, 122°48'.76 W |
| (7) 37°56'.89 N, 123°11'.14 W | |

Part II

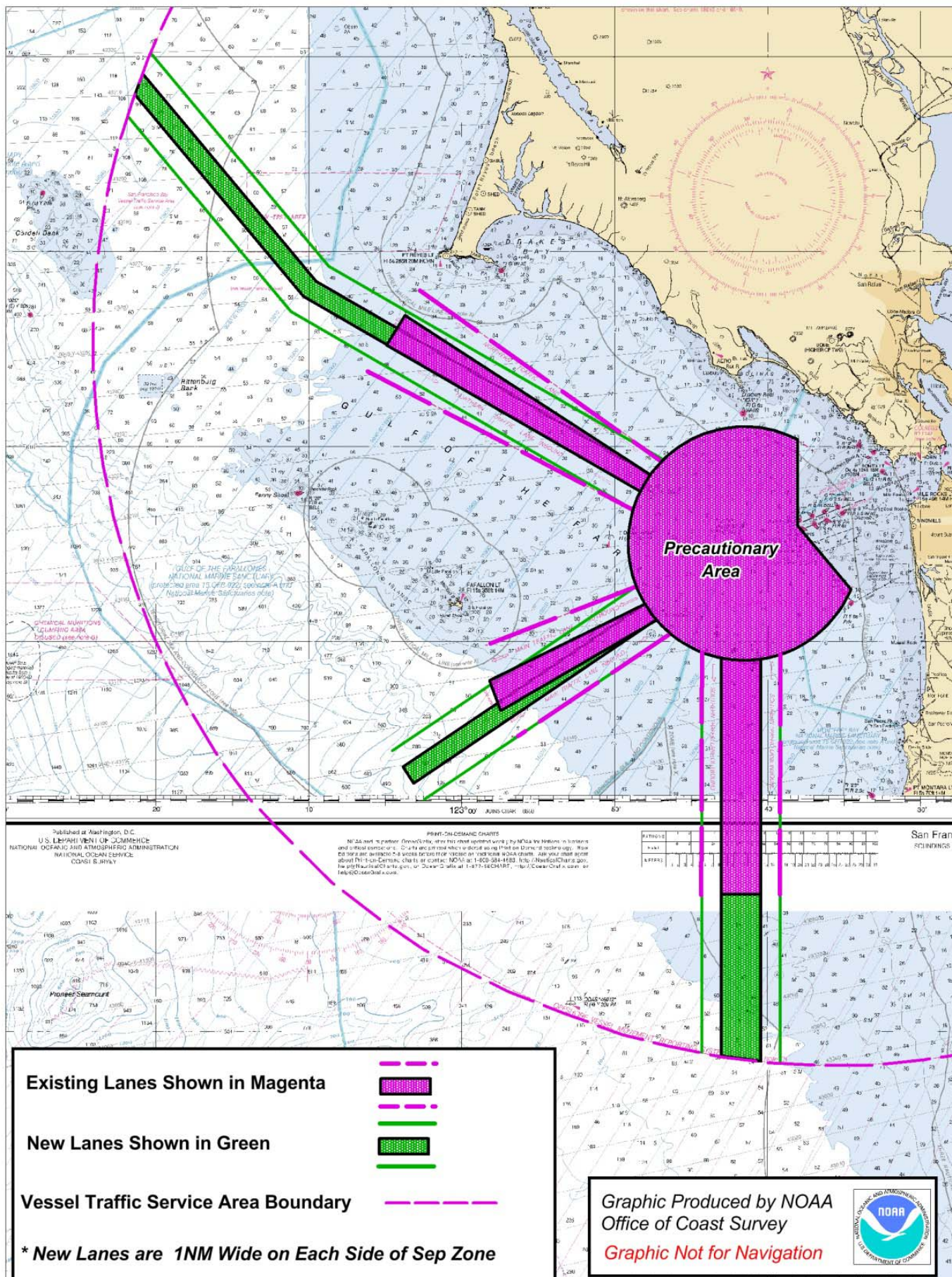
Southern approach

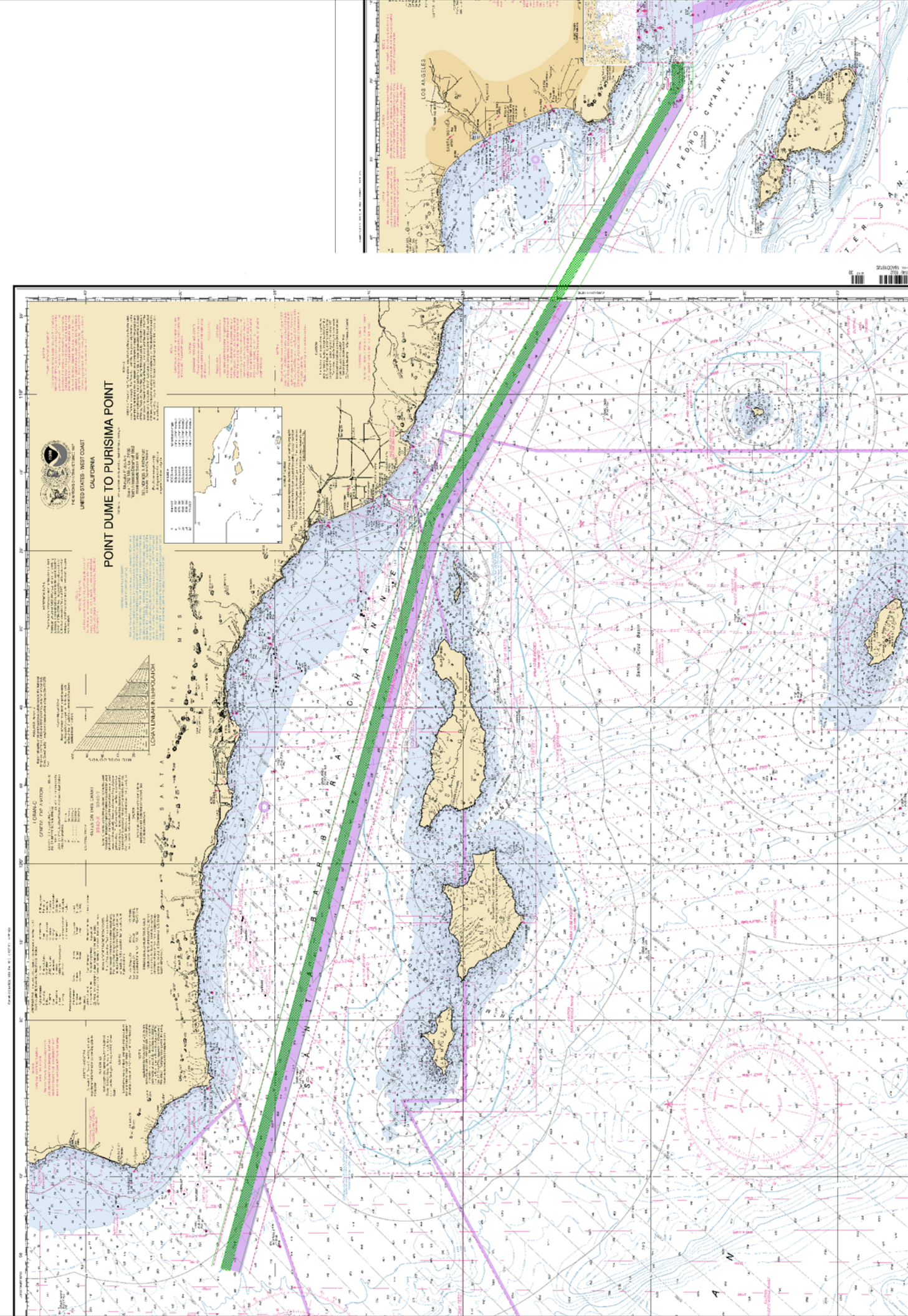
- (a) A separation zone is bounded by a line connecting the following geographical positions:
- | | |
|--------------------------------|--------------------------------|
| (9) 37°39'.07 N, 122°40'.40 W | (11) 37°18'.71 N, 122°43'.00 W |
| (10) 37°18'.45 N, 122°40'.40 W | (12) 37°39'.12 N, 122°43'.00 W |
- (b) A traffic lane for northbound traffic is established between the separation zone and a line connecting the following geographical positions:
- | | |
|--------------------------------|--------------------------------|
| (13) 37°39'.30 N, 122°39'.14 W | (14) 37°18'.36 N, 122°39'.14 W |
|--------------------------------|--------------------------------|
- (c) A traffic lane for southbound traffic is established between the separation zone and a line connecting the following geographical positions:
- | | |
|--------------------------------|--------------------------------|
| (15) 37°18'.89 N, 122°44'.26 W | (16) 37°39'.41 N, 122°44'.26 W |
|--------------------------------|--------------------------------|

Part III

Western approach

- (a) A separation zone is bounded by a line connecting the following geographical positions:
- | | |
|--------------------------------|--------------------------------|
| (17) 37°41'.90 N, 122°47'.99 W | (19) 37°32'.85 N, 123°03'.18 W |
| (18) 37°33'.54 N, 123°03'.79 W | (20) 37°41'.09 N, 122°47'.25 W |
- (b) A traffic lane for south-westbound traffic is established between the separation zone and a line connecting the following geographical positions:
- | | |
|--------------------------------|--------------------------------|
| (21) 37°42'.81 N, 122°48'.55 W | (22) 37°34'.37 N, 123°04'.49 W |
|--------------------------------|--------------------------------|
- (c) A traffic lane for north-eastbound traffic is established between the separation zone and a line connecting the following geographical positions:
- | | |
|--------------------------------|--------------------------------|
| (23) 37°31'.87 N, 123°02'.40 W | (24) 37°40'.38 N, 122°46'.33 W |
|--------------------------------|--------------------------------|





Description of the traffic separation scheme

The traffic separation scheme “In the Approaches to Los Angeles – Long Beach” consists of two parts:

Part I

LA-LB Northern approach

- (a) A separation zone is bounded by a line connecting the following geographical positions:
- | | |
|-------------------------------|-------------------------------|
| (1) 33°37'.70 N, 118°17'.57 W | (4) 33°44'.06 N, 118°36'.34 W |
| (2) 33°36'.50 N, 118°17'.60 W | (5) 33°44'.93 N, 118°35'.75 W |
| (3) 33°36'.50 N, 118°20'.48 W | (6) 33°37'.70 N, 118°20'.57 W |
- (b) A traffic lane for northbound coastwise traffic is established between the separation zone and a line connecting the following geographical positions:
- | | |
|-------------------------------|-------------------------------|
| (7) 33°38'.70 N, 118°17'.60 W | (9) 33°45'.80 N, 118°35'.15 W |
| (8) 33°38'.70 N, 118°20'.24 W | |
- (c) A traffic lane for southbound coastwise traffic is established between the separation zone and a line connecting the following geographical positions:
- | | |
|--------------------------------|--------------------------------|
| (10) 33°35'.50 N, 118°17'.60 W | (12) 33°43'.18 N, 118°36'.94 W |
| (11) 33°35'.50 N, 118°20'.81 W | |

Part II

LA-LB Southern approach

- (a) A separation zone is established bounded by a line connecting the following geographic position:
- | | |
|--------------------------------|--------------------------------|
| (13) 33°35'.50 N, 118°10'.30 W | (15) 33°19'.00 N, 118°05'.60 W |
| (14) 33°35'.50 N, 118°12'.75 W | (16) 33°19'.70 N, 118°03'.50 W |
- (b) A traffic lane for northbound traffic is established between the separation zone and a line connecting the following geographical positions:
- | | |
|--------------------------------|--------------------------------|
| (17) 33°35'.50 N, 118°09'.00 W | (18) 33°20'.00 N, 118°02'.30 W |
|--------------------------------|--------------------------------|
- (c) A traffic lane for southbound traffic is established between the separation zone and a line connecting the following geographical positions:
- | | |
|--------------------------------|--------------------------------|
| (19) 33°35'.50 N, 118°14'.00 W | (20) 33°18'.70 N, 118°06'.75 W |
|--------------------------------|--------------------------------|

The traffic separation scheme in the Santa Barbara Channel consists of two parts:

Part I

Between Point Vicente and Point Conception

(a) A separation zone is bounded by a line connecting the following geographical positions:

- | | |
|-------------------------------|-------------------------------|
| (1) 34°20'.84 N, 120°30'.28 W | (4) 33°44'.06 N, 118°36'.34 W |
| (2) 34°03'.87 N, 119°15'.63 W | (5) 34°02'.94 N, 119°16'.09 W |
| (3) 33°44'.93 N, 118°35'.75 W | (6) 34°19'.88 N, 120°30'.59 W |

(b) A traffic lane for north-westbound traffic is established between the separation zone and a line connecting the following geographical positions:

- | | |
|-------------------------------|-------------------------------|
| (7) 34°21'.80 N, 120°29'.96 W | (9) 33°45'.80 N, 118°35'.15 W |
| (8) 34°04'.80 N, 119°15'.16 W | |

(c) A traffic lane for south-eastbound traffic is established between the separation zone and a line connecting the following geographical positions:

- | | |
|--------------------------------|--------------------------------|
| (10) 33°43'.18 N, 118°36'.94 W | (12) 34°18'.92 N, 120°30'.91 W |
| (11) 34°02'.01 N, 119°18'.26 W | |

Part II

Between Point Conception and Point Arguello

(a) A separation zone is bounded by a line connecting the following geographical positions:

- | | |
|-------------------------------|--------------------------------|
| (1) 34°20'.84 N, 120°30'.28 W | (13) 34°24'.76 N, 120°52'.10 W |
| (6) 34°19'.88 N, 120°30'.59 W | (14) 34°25'.72 N, 120°51'.78 W |

(b) A traffic lane for westbound traffic is established between the separation zone and a line connecting the following geographical positions:

- | | |
|-------------------------------|--------------------------------|
| (7) 34°21'.80 N, 120°29'.96 W | (15) 34°26'.68 N, 120°51'.46 W |
|-------------------------------|--------------------------------|

(c) A traffic lane for eastbound traffic is established between the separation zone and a line connecting the following geographical positions:

- | | |
|--------------------------------|--------------------------------|
| (12) 34°18'.92 N, 120°30'.91 W | (16) 34°22'.80 N, 120°52'.42 W |
|--------------------------------|--------------------------------|



U. S. Coast Guard Sector Los Angeles – Long Beach

MARINE SAFETY INFORMATION BULLETIN 11-09

Los Angeles / Long Beach Harbor Safety Committee Voluntary Western Traffic Lanes

There has been a recent trend in traffic patterns where some vessel operators are choosing to depart the Traffic Separation Scheme (TSS) established in the Santa Barbara Channel and transit through an area to the south of San Miguel, Santa Rosa and Santa Cruz Islands (referenced herein as “south of the Channel Islands”). As such, the Los Angeles / Long Beach Harbor Safety Committee has published voluntary western traffic lanes for vessels approaching and departing the Ports of Los Angeles and Long Beach.

Mariners transiting through the western and northern approaches to and from the Ports of Los Angeles and Long Beach (LA/LB) are advised the established TSS through the Santa Barbara Channel as shown on NOAA and Admiralty charts is the only International Maritime Organization (IMO) approved routing measure in this area. An IMO approved TSS reduces the risk of collision by providing for the separation of arriving and departing traffic and minimizing potentially hazardous crossing situations. Mariners, who have traditionally used this approved TSS, are encouraged to continue to do so.

Voluntary Western Traffic Lanes

To address the safety concerns created by increased traffic south of the Channel Islands, on October 6, 2009, the Los Angeles/Long Beach Harbor Safety Committee (LA/LB HSC) endorsed voluntary traffic lanes in the area south of the Channel Islands (referenced herein as “voluntary western traffic lanes.”). The new voluntary western traffic lanes are not approved by the IMO, nor are they approved by any U.S. federal authority, including the U.S. Coast Guard. The LA/LB HSC developed these lanes as a voluntary measure to promote vessel safety. The Coast Guard is taking separate action to study the increased traffic in this area.

The geographical coordinates for the voluntary western traffic lanes are published by the LA/LB HSC secretary at <http://www.mxsocal.org/Blogs/24/Voluntary-Routing-Zones.aspx>.

Pacific Missile Test Range, Point Magu

Departing the IMO approved TSS and transiting south of the Channel Islands may result in delays and diversions, as this transit will take vessels through the Pacific Missile Test Range, Point Mugu, California. **The U.S. Navy advises that hazardous operations may take place within the test range.** The test range extends for 180 miles in a South West direction from Point Mugu and is up to 210 miles wide. The specific hazardous areas within the range are broadcast by the Navy daily Monday through Friday at 0900 and 1200 on 2638 kHz and 2738 kHz. When notified by the Navy, the Coast Guard also broadcasts this information on VHF-FM channel 16.

When transiting south of the Channel Islands (inbound or outbound to the Ports of Los Angeles and Long Beach), all mariners should communicate with Navy PLEAD CONTROL in a timely manner so that early decisions can be made regarding safe routing. Every effort should be made to comply fully with any instructions received from the Navy. For information regarding the status of current hazardous operations contact “PLEAD CONTROL” on VHF Marine channel 11 or 16, or at (805) 989-8841/8843 from 0600-1800, and at (805) 816-0792 after 1800. If you are unable to contact “PLEAD CONTROL”, contact “SAN PEDRO TRAFFIC” on VHF-FM channel 14 or (310) 832 6411 for the most recent information regarding hazardous military operations.

The Navy requests all vessels transiting the range to submit a notification to PLEAD CONTROL indicating the vessel name, destination, and estimated time of entry into, and departure from, the test range. Notifications can be faxed to (805) 989-0102.

Whales

Mariners are further reminded that large whales, including Blue, Grey, Humpback, and Fin whales, as well as other marine mammals, have been sighted in and around the Santa Barbara Channel, both within the TSS as well as to the south of the Channel Islands. These whales are all protected under federal law and some are listed as endangered species. Please report any collisions with whales or any observed live, injured, or dead whales, including time and position, to the National Oceanographic and Atmospheric Administration (NOAA) at 877-SOS-WHALE (877-767-9425) or the Coast Guard.

Recreational and Fishing Vessels

The area to the south of the Channel Islands is also used by both commercial fishing vessels and recreational vessels, whose operators may not be aware of the new voluntary western traffic lanes or that ship traffic has recently increased in this area. Since the new voluntary western traffic lanes are not an IMO approved traffic separation scheme, the International Regulations for Avoiding Collisions at Sea (COLREGS) Rule 10 does not apply.

Questions

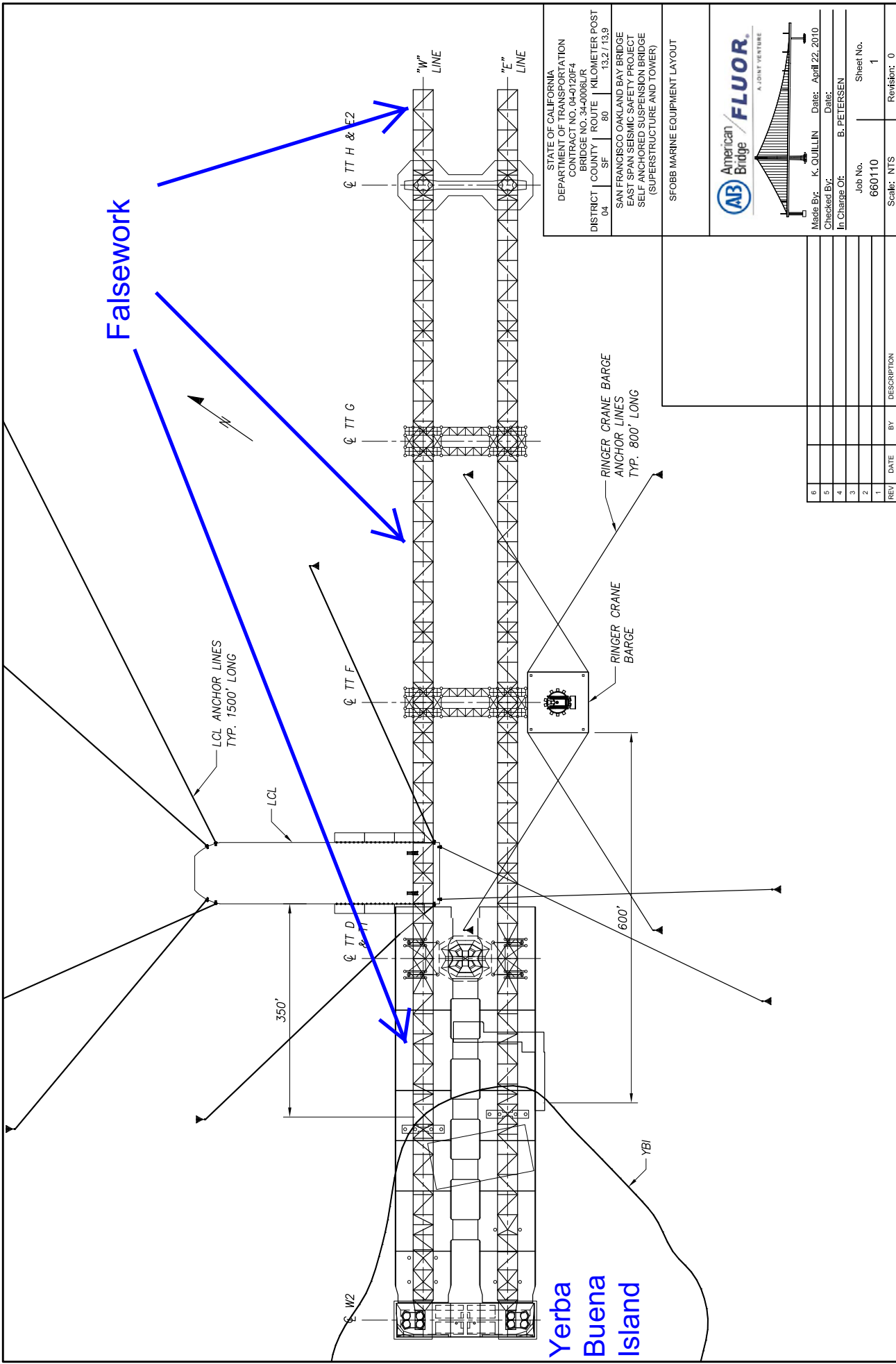
Questions relating to the voluntary western traffic lanes should be directed to the LA/LB HSC Secretary at (310) 832-6411.

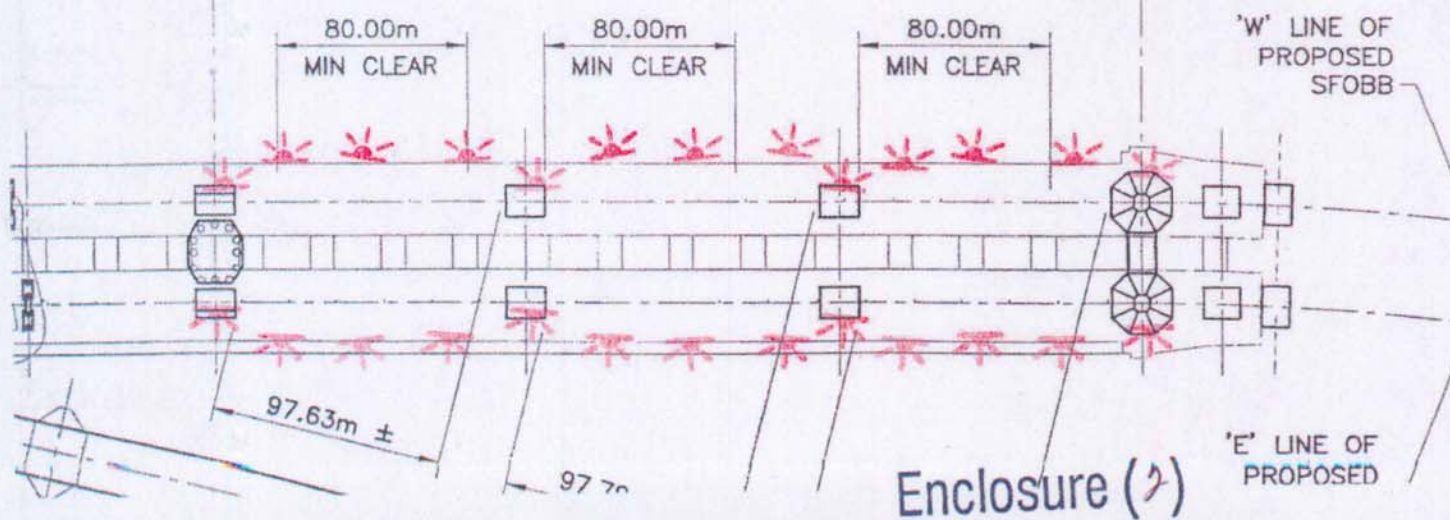
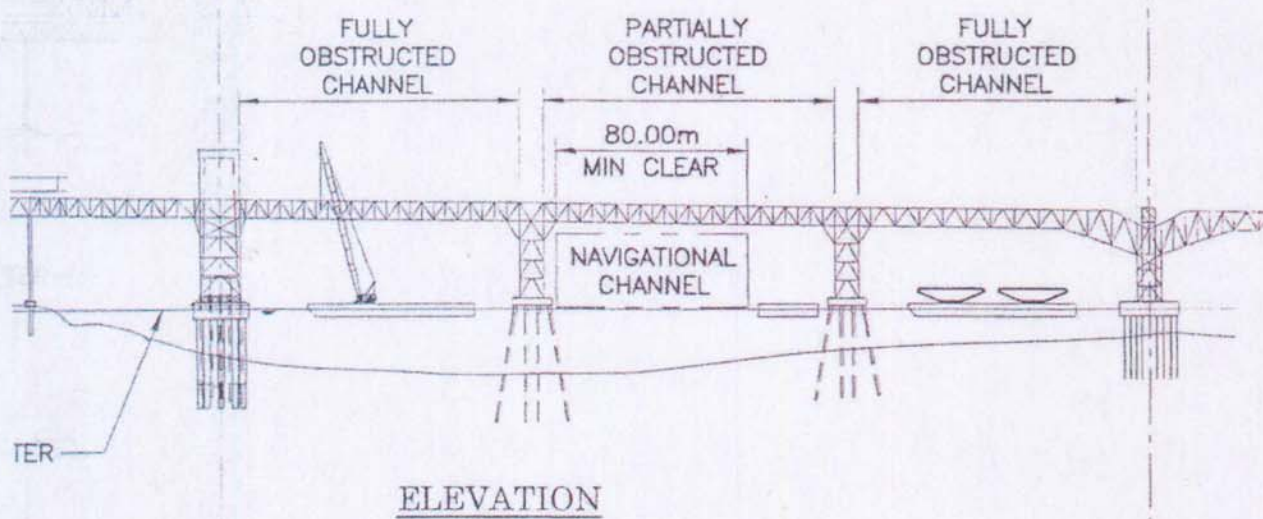
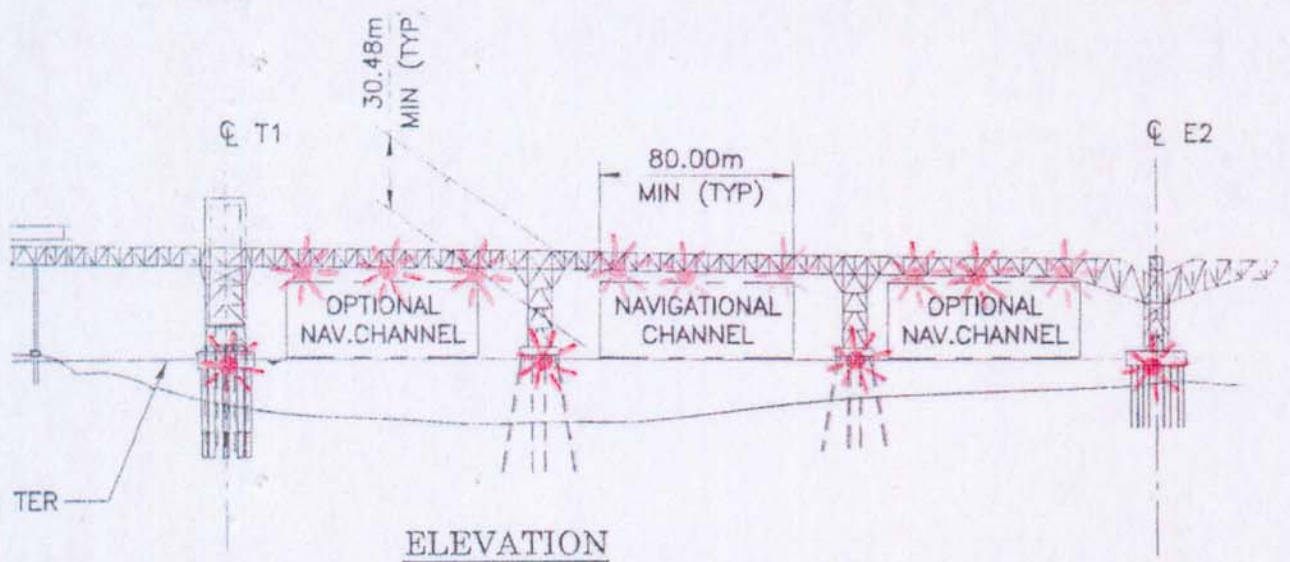
Temporary Safety Guidelines for Navigating in Reduced Visibility

The following temporary guidelines apply to all vessels 1600 GT or greater, tugs with tows 1600 GT or greater, and all tugs with tows in petroleum service.

Nothing in this guidance should preclude vessel Masters, Pilots, and operators from taking proactive measures to ensure the safety of their vessel at all times.

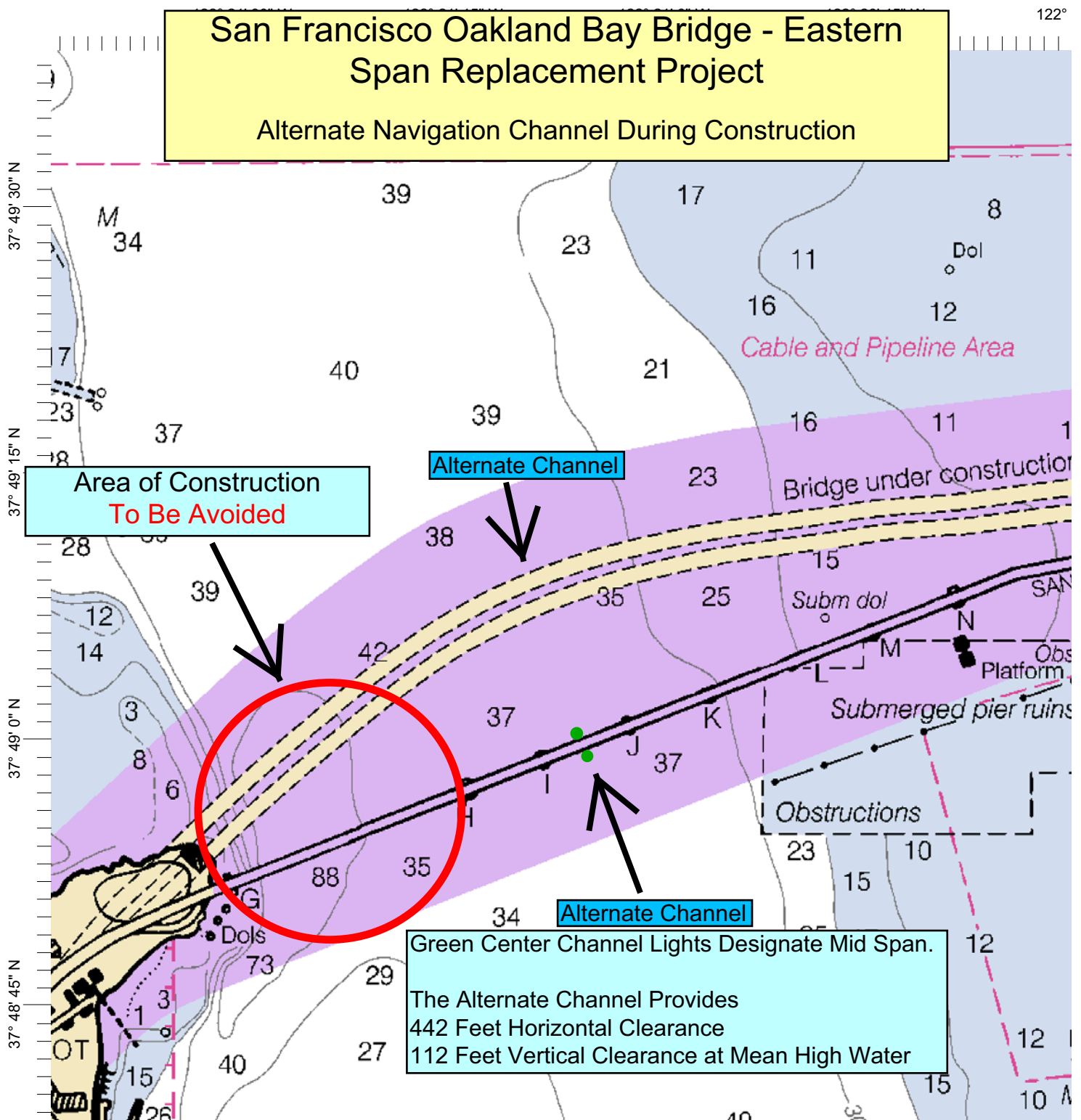
1. Vessels should make visibility reports as part of their sailing plan report to the VTS and at any point in their transit when visibility conditions change substantially and navigation safety allows the report to be made.
2. Vessels transiting the San Francisco-Oakland Bay Bridge (West of Yerba Buena Island) in any condition of reduced visibility should generally do so via the A-B or D-E span unless vessel traffic, environmental or other safety factors dictate otherwise.
3. Outbound/northbound vessels should not transit the San-Francisco Oakland Bay Bridge (West of Yerba Buena Island) when visibility is less than 0.5 nautical mile.
4. Inbound vessels transiting the San Francisco-Oakland Bay Bridge in restricted visibility are advised to exercise extreme caution during their transit.





San Francisco Oakland Bay Bridge - Eastern Span Replacement Project

Alternate Navigation Channel During Construction



§ 127.009(c) may request reconsideration of that revised LOR using the process beginning in paragraph (a) of this section.

Dated: November 14, 2012.

J.G. Lantz,

Director of Commercial Regulations and Standards, U.S. Coast Guard.

[FR Doc. 2012-28794 Filed 11-27-12; 8:45 am]

BILLING CODE 9110-04-P

DEPARTMENT OF HOMELAND SECURITY

Coast Guard

33 CFR Part 165

[Docket No. USCG-2012-0945]

RIN 1625-AA00

Safety Zone; Bay Bridge Construction, San Francisco Bay, San Francisco, CA

AGENCY: Coast Guard, DHS.

ACTION: Temporary final rule.

SUMMARY: The Coast Guard is establishing a temporary safety zone in the navigable waters of the San Francisco Bay near Yerba Buena Island, CA in support of the Bay Bridge Construction Safety Zone from November 1, 2012 through July 31, 2013. This safety zone is being established to protect mariners transiting the area from the dangers associated with over-head construction operations. Unauthorized persons or vessels are prohibited from entering into, transiting through, or remaining in the safety zone without permission of the Captain of the Port or their designated representative.

DATES: This rule is effective with actual notice from 12:01 a.m. on November 1, 2012 through November 28, 2012. This rule is effective in the **Federal Register** from November 28, 2012 until 11:59 p.m. on July 31, 2013.

ADDRESSES: Documents mentioned in this preamble are part of docket USCG-2012-0945. To view documents mentioned in this preamble as being available in the docket, go to <http://www.regulations.gov>, type the docket number in the "SEARCH" box and click "SEARCH." Click on Open Docket Folder on the line associated with this rulemaking. You may also visit the Docket Management Facility in Room W12-140 on the ground floor of the Department of Transportation West Building, 1200 New Jersey Avenue SE., Washington, DC 20590, between 9 a.m. and 5 p.m., Monday through Friday, except Federal holidays.

FOR FURTHER INFORMATION CONTACT: If you have questions on this temporary rule, call or email Ensign William Hawn, U.S. Coast Guard Sector San Francisco; telephone (415) 399-7442 or email at D11-PF-MarineEvents@uscg.mil. If you have questions on viewing the docket, call Renee V. Wright, Program Manager, Docket Operations, telephone (202) 366-9826.

SUPPLEMENTARY INFORMATION:

Table of Acronyms

DHS Department of Homeland Security

FR **Federal Register**

NPRM Notice of Proposed Rulemaking

A. Regulatory History and Information

The Coast Guard is issuing this final rule without prior notice and opportunity to comment pursuant to authority under section 4(a) of the Administrative Procedure Act (APA) (5 U.S.C. 553(b)). This provision authorizes an agency to issue a rule without prior notice and opportunity to comment when the agency for good cause finds that those procedures are "impracticable, unnecessary, or contrary to the public interest."

Under 5 U.S.C. 553(b)(B), the Coast Guard finds that good cause exists for not publishing a notice of proposed rulemaking (NPRM) with respect to this rule because publishing an NPRM would be impracticable. The Coast Guard received notification of the load transfer operations on September 25, 2012 and the event would occur before the rulemaking process would be completed. Because of the dangers posed by over-head construction of the Bay Bridge, the safety zone is necessary to provide for the safety of mariners transiting the area.

Under 5 U.S.C. 553(d)(3), the Coast Guard finds that good cause exists for making this rule effective less than 30 days after publication in the **Federal Register**. For the reasons stated above, delaying the effective date would be impracticable.

B. Basis and Purpose

The legal basis for the proposed temporary rule is the Ports and Waterways Safety Act which authorizes the Coast Guard to establish safety zones (33 U.S.C. 1221 et seq.).

CALTRANS will sponsor the Bay Bridge Construction Safety Zone on November 1, 2012 through July 31, 2013, in the navigable waters of the San Francisco Bay near Yerba Buena Island, CA. Construction is scheduled to take place from 12:01 a.m. on November 1, 2012 until 11:59 p.m. on July 31, 2013. Upon commencement of the over-head

construction for the Self-Anchored Suspension Span, the safety zone will encompass the navigable waters of the San Francisco Bay within a box connected by the following points: 37°49'06" N, 122°21'17" W; 37°49'01" N, 122°21'12" W; 37°48'48" N, 122°21'35" W; 37°48'53" N, 122°21'40" W (NAD 83). The construction is necessary to facilitate the completion of the Bay Bridge project. The Bay Bridge is constructed using a self-anchoring suspension system that requires frequent installation and removal of false work on and around the bridge. A safety zone is needed to establish a temporary limited access area on the waters surrounding the load transfer operation. A safety zone is necessary to protect mariners transiting the area from the dangers associated with the construction of the Bay Bridge Self-Anchoring Suspension Span.

C. Discussion of the Final Rule

The Coast Guard is establishing a safety zone in navigable waters around and under the Bay Bridge within a box connected by the following points: 37°49'06" N, 122°21'17" W; 37°49'01" N, 122°21'12" W; 37°48'48" N, 122°21'35" W; 37°48'53" N, 122°21'40" W (NAD 83) during construction operations. Construction on the Self-Anchoring Suspension Span is scheduled to take place from 12:01 a.m. on November 1, 2012 until 11:59 p.m. on July 31, 2013. At the conclusion of the construction operations the safety zone shall terminate. The Captain of the Port San Francisco (COTP) will notify the maritime community of periods during which this zone will be enforced via Broadcast Notice to Mariners in accordance with 33 CFR 165.7.

The effect of the temporary safety zone will be to restrict navigation in the vicinity of the construction operations. Except for persons or vessels authorized by the Coast Guard Patrol Commander, no person or vessel may enter or remain in the restricted area.

D. Regulatory Analyses

We developed this rule after considering numerous statutes and executive orders related to rulemaking. Below we summarize our analyses based on 13 of these statutes and executive orders.

1. Regulatory Planning and Review

This rule is not a significant regulatory action under section 3(f) of Executive Order 12866, Regulatory Planning and Review, as supplemented by Executive Order 13563, Improving Regulation and Regulatory Review, and does not require an assessment of

potential costs and benefits under section 6(a)(3) of that Executive Order 12866 or under section 1 of Executive Order 13563. The Office of Management and Budget has not reviewed it under those Orders.

We expect the economic impact of this rule does not rise to the level of necessitating a full Regulatory Evaluation. The safety zone is limited in duration, and is limited to a narrowly tailored geographic area. In addition, although this rule restricts access to the waters encompassed by the safety zone, the effect of this rule will not be significant because the local waterway users will be notified via public Broadcast Notice to Mariners to ensure the safety zone will result in minimum impact. The entities most likely to be affected are waterfront facilities, commercial vessels, and pleasure craft engaged in recreational activities.

2. Impact on Small Entities

The Regulatory Flexibility Act of 1980 (RFA), 5 U.S.C. 601–612, as amended, requires federal agencies to consider the potential impact of regulations on small entities during rulemaking. The term “small entities” comprises small businesses, not-for-profit organizations that are independently owned and operated and are not dominant in their fields, and governmental jurisdictions with populations of less than 50,000. The Coast Guard certifies under 5 U.S.C. 605(b) that this rule will not have a significant economic impact on a substantial number of small entities. This rule may affect the following entities, some of which may be small entities: Owners and operators of waterfront facilities, commercial vessels, and pleasure craft engaged in recreational activities and sightseeing, if these facilities or vessels are in the vicinity of the safety zone at times when this zone is being enforced. This rule will not have a significant economic impact on a substantial number of small entities for the following reasons: (i) This rule will encompass only a small portion of the waterway for a limited period of time, (ii) vessel traffic can transit safely around the safety zone, and (iii) the maritime public will be advised in advance of this safety zone via Broadcast Notice to Mariners.

3. Assistance for Small Entities

Under section 213(a) of the Small Business Regulatory Enforcement Fairness Act of 1996 (Public Law 104–121), we want to assist small entities in understanding this rule. If the rule would affect your small business, organization, or governmental jurisdiction and you have questions

concerning its provisions or options for compliance, please contact the person listed in the **FOR FURTHER INFORMATION CONTACT**, above.

Small businesses may send comments on the actions of Federal employees who enforce, or otherwise determine compliance with, Federal regulations to the Small Business and Agriculture Regulatory Enforcement Ombudsman and the Regional Small Business Regulatory Fairness Boards. The Ombudsman evaluates these actions annually and rates each agency’s responsiveness to small business. If you wish to comment on actions by employees of the Coast Guard, call 1–888–REG–FAIR (1–888–734–3247). The Coast Guard will not retaliate against small entities that question or complain about this rule or any policy or action of the Coast Guard.

4. Collection of Information

This rule calls for no new collection of information under the Paperwork Reduction Act of 1995 (44 U.S.C. 3501–3520).

5. Federalism

A rule has implications for federalism under Executive Order 13132, Federalism, if it has a substantial direct effect on the States, on the relationship between the national government and the States, or on the distribution of power and responsibilities among the various levels of government. We have analyzed this rule under that Order and have determined that it does not have implications for federalism.

6. Protest Activities

The Coast Guard respects the First Amendment rights of protesters. Protesters are asked to contact the person listed in the **FOR FURTHER INFORMATION CONTACT** section to coordinate protest activities so that your message can be received without jeopardizing the safety or security of people, places or vessels.

7. Unfunded Mandates Reform Act

The Unfunded Mandates Reform Act of 1995 (2 U.S.C. 1531–1538) requires Federal agencies to assess the effects of their discretionary regulatory actions. In particular, the Act addresses actions that may result in the expenditure by a State, local, or tribal government, in the aggregate, or by the private sector of \$100,000,000 (adjusted for inflation) or more in any one year. Though this rule will not result in such an expenditure, we do discuss the effects of this rule elsewhere in this preamble.

8. Taking of Private Property

This rule will not cause a taking of private property or otherwise have taking implications under Executive Order 12630, Governmental Actions and Interference with Constitutionally Protected Property Rights.

9. Civil Justice Reform

This rule meets applicable standards in sections 3(a) and 3(b)(2) of Executive Order 12988, Civil Justice Reform, to minimize litigation, eliminate ambiguity, and reduce burden.

10. Protection of Children

We have analyzed this rule under Executive Order 13045, Protection of Children from Environmental Health Risks and Safety Risks. This rule is not an economically significant rule and does not create an environmental risk to health or risk to safety that may disproportionately affect children.

11. Indian Tribal Governments

This rule does not have tribal implications under Executive Order 13175, Consultation and Coordination with Indian Tribal Governments, because it does not have a substantial direct effect on one or more Indian tribes, on the relationship between the Federal Government and Indian tribes, or on the distribution of power and responsibilities between the Federal Government and Indian tribes.

12. Energy Effects

This action is not a “significant energy action” under Executive Order 13211, Actions Concerning Regulations That Significantly Affect Energy Supply, Distribution, or Use.

13. Technical Standards

This rule does not use technical standards. Therefore, we did not consider the use of voluntary consensus standards.

14. Environment

We have analyzed this rule under Department of Homeland Security Management Directive 023–01 and Commandant Instruction M16475.1D, which guide the Coast Guard in complying with the National Environmental Policy Act of 1969 (NEPA) (42 U.S.C. 4321–4370f), and have determined that this action is one of a category of actions that do not individually or cumulatively have a significant effect on the human environment. This rule involves a safety zone of limited size and duration. This rule is categorically excluded from further review under paragraph 34(g) of Figure 2–1 of the Commandant

Instruction. An environmental analysis checklist supporting this determination and a Categorical Exclusion Determination are available in the docket where indicated under

ADDRESSES. We seek any comments or information that may lead to the discovery of a significant environmental impact from this rule.

List of Subjects in 33 CFR Part 165

Harbors, Marine safety, Navigation (water), Reporting and recordkeeping requirements, Security measures, and Waterways.

For the reasons discussed in the preamble, the Coast Guard amends 33 CFR part 165 as follows:

PART 165—REGULATED NAVIGATION AREAS AND LIMITED ACCESS AREAS

■ 1. The authority citation for part 165 continues to read as follows:

Authority: 33 U.S.C. 1226, 1231; 46 U.S.C. Chapter 701, 3306, 3703; 50 U.S.C. 191, 195; 33 CFR 1.05–1, 6.04–1, 6.04–6, and 160.5; Pub. L. 107–295, 116 Stat. 2064; Department of Homeland Security Delegation No. 0170.1.

■ 2. Add § 165.T11–534 to read as follows:

§ 165.T11–534 Safety zone; Bay Bridge Construction, San Francisco Bay, San Francisco, CA.

(a) *Location.* This temporary safety zone is established in the navigable waters of the San Francisco Bay near Yerba Buena Island, California as depicted in National Oceanic and Atmospheric Administration (NOAA) Chart 18650. The safety zone will encompass the navigable waters of the San Francisco Bay within a box connected by the following points: 37°49'06" N, 122°21'17" W; 37°49'01" N, 122°21'12" W; 37°48'48" N, 122°21'35" W; 37°48'53" N, 122°21'40" W (NAD 83).

(b) *Enforcement Period.* The zone described in paragraph (a) of this section will be in effect from 12:01 a.m. on November 1, 2012 until 11:59 p.m. on July 31, 2013. The Captain of the Port San Francisco (COTP) will notify the maritime community of periods during which this zone will be enforced via Broadcast Notice to Mariners in accordance with 33 CFR 165.7.

(c) *Definitions.* As used in this section, “designated representative” means a Coast Guard Patrol Commander, including a Coast Guard coxswain, petty officer, or other officer on a Coast Guard vessel or a Federal, State, or local officer designated by or assisting the COTP in the enforcement of the safety zone.

(d) *Regulations.* (1) Under the general regulations in 33 CFR part 165, Subpart

C, entry into, transiting or anchoring within this safety zone is prohibited unless authorized by the COTP or a designated representative.

(2) The safety zone is closed to all vessel traffic, except as may be permitted by the COTP or a designated representative.

(3) Vessel operators desiring to enter or operate within the safety zone must contact the COTP or a designated representative to obtain permission to do so. Vessel operators given permission to enter or operate in the safety zone must comply with all directions given to them by the COTP or a designated representative. Persons and vessels may request permission to enter the safety zone on VHF–23A or through the 24-hour Command Center at telephone (415) 399–3547.

Dated: November 2, 2012.

Cynthia L. Stowe,

Captain, U.S. Coast Guard, Acting, Captain of the Port San Francisco.

[FR Doc. 2012–28792 Filed 11–27–12; 8:45 am]

BILLING CODE 9110–04–P

DEPARTMENT OF VETERANS AFFAIRS

38 CFR Part 17

RIN 2900–AO47

Authorization for Non-VA Medical Services

AGENCY: Department of Veterans Affairs.

ACTION: Direct final rule.

SUMMARY: The Department of Veterans Affairs (VA) is taking direct final action to amend its regulation governing payment by VA for non-VA outpatient care under VA’s statutory authority to provide non-VA care. Under this authority, VA may contract for certain hospital care (inpatient care) and medical services (outpatient care) for eligible veterans when VA facilities are not capable of providing such services due to geographical inaccessibility or are not capable of providing the services needed. This amendment revises VA’s existing regulation in accordance with statutory authority to remove a limitation on which veterans are eligible for medical services under this authority.

DATES: This final rule is effective on January 28, 2013, without further notice, unless VA receives a significant adverse comment by December 28, 2012.

ADDRESSES: Written comments may be submitted through www.Regulations.gov; by mail or hand-delivery to the Director, Regulation

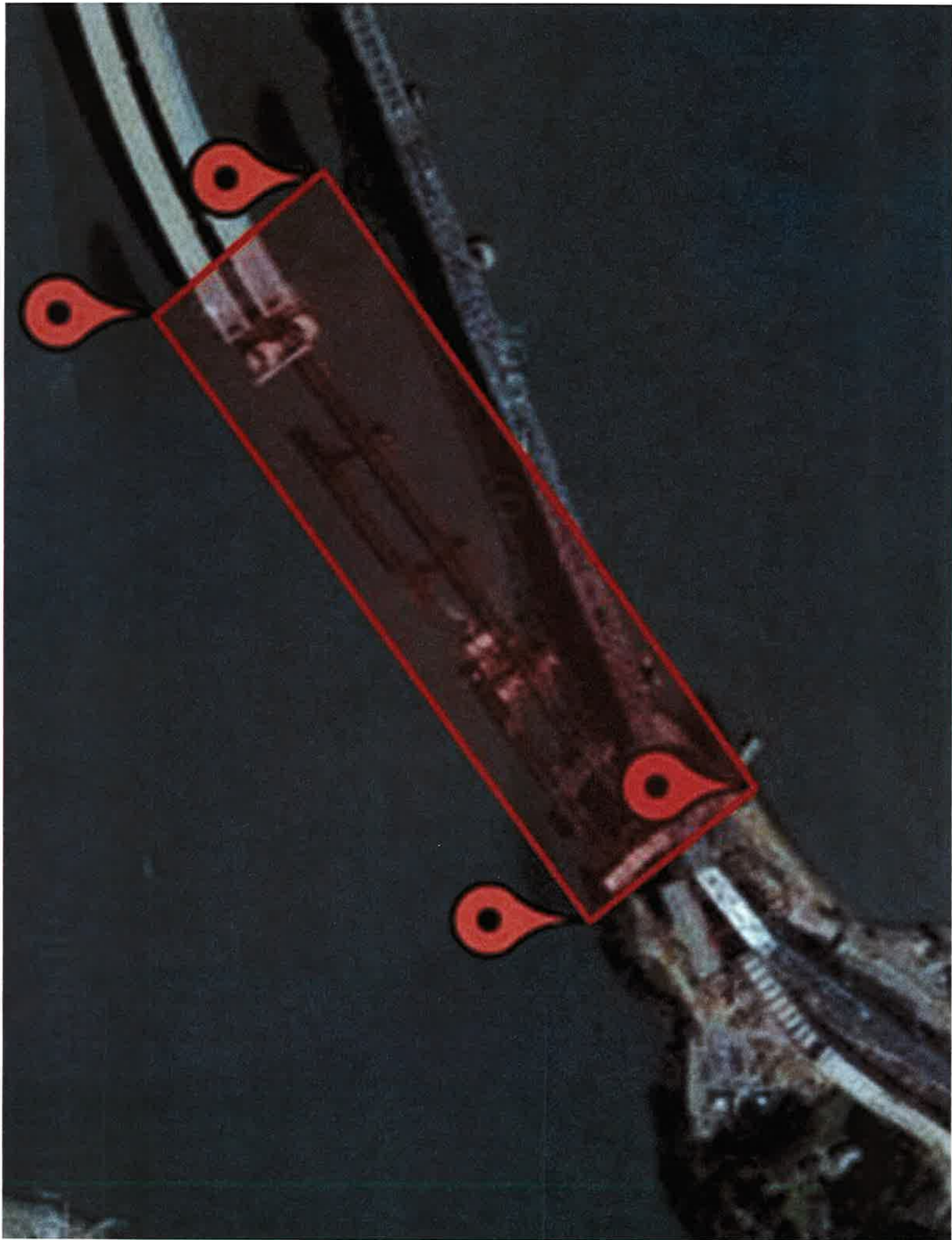
Policy and Management (02REG), Department of Veterans Affairs, 810 Vermont Ave. NW., Room 1068, Washington, DC 20420; or by fax to (202) 273–9026. This is not a toll-free number. Comments should indicate that they are submitted in response to “RIN 2900–AO47—Authorization for Non-VA Medical Services.” Copies of comments received will be available for public inspection in the Office of Regulation Policy and Management, Room 1068, between the hours of 8:00 a.m. and 4:30 p.m., Monday through Friday (except holidays). Please call (202) 461–4902 for an appointment. This is not a toll-free number. In addition, during the comment period, comments may be viewed online through the Federal Docket Management System (FDMS) at www.Regulations.gov.

FOR FURTHER INFORMATION CONTACT: Lisa Brown, Chief, Policy Management Department, Department of Veterans Affairs, Chief Business Office, Purchased Care, 3773 Cherry Creek North Drive, Suite 450, Denver, CO 80209 at (303) 331–7829. This is not a toll-free number.

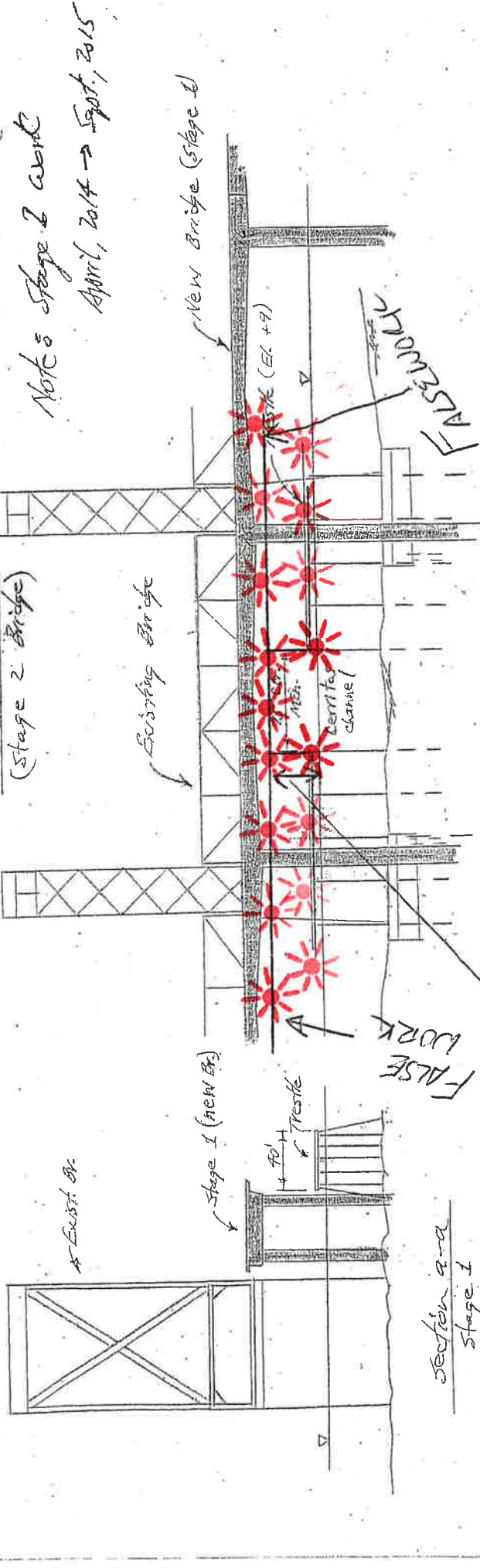
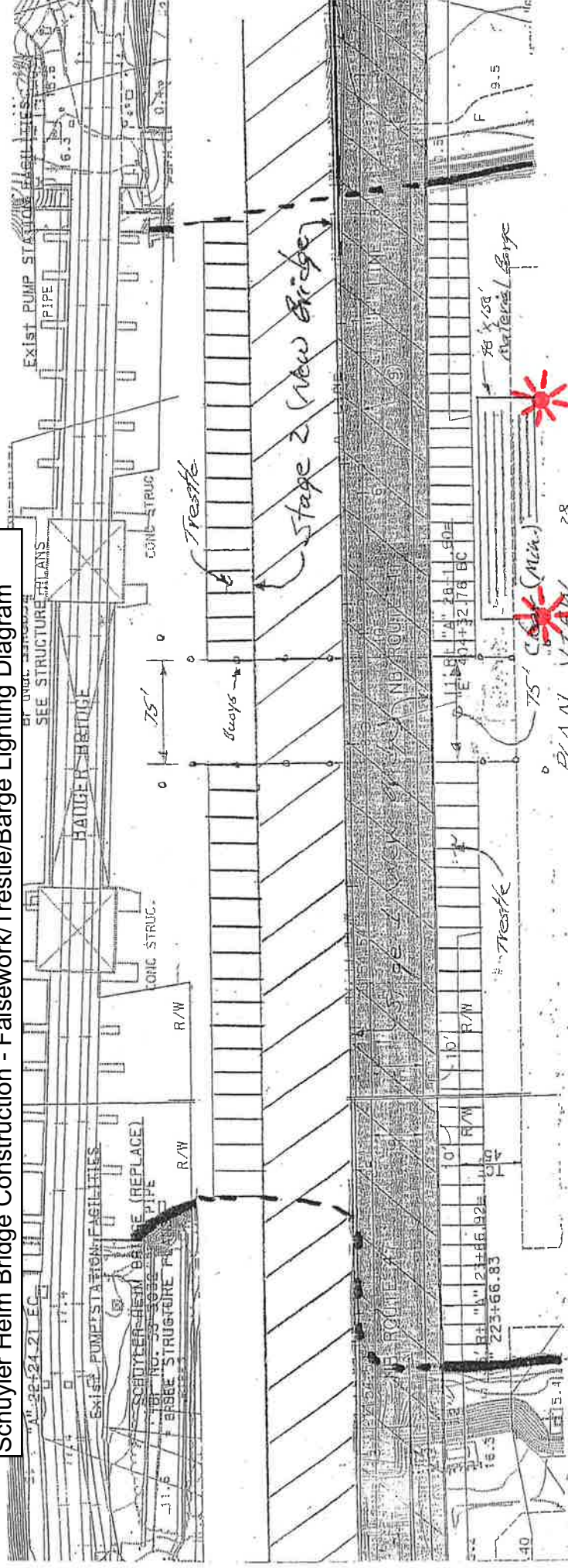
SUPPLEMENTARY INFORMATION:

Over the past two decades, the healthcare industry has increasingly emphasized providing care in the least restrictive environment. Care that was provided in hospitals is now provided with a full range of outpatient and ambulatory care options previously unavailable. VA has adopted this trend toward outpatient and ambulatory care and, whenever possible, provides treatment options to veterans in these less restrictive modes of healthcare delivery. Although VA has made great strides to expand the delivery of healthcare to veterans, VA is, like the rest of the healthcare industry, economically unable to provide all possible services at all VA-operated venues of care. VA addresses this in part by authorizing non-VA care when necessary to meet the veteran’s plan of care.

VA uses the authority in 38 U.S.C. 1703 to provide certain hospital care and medical services to eligible veterans when VA facilities are not capable of providing such services due to geographical inaccessibility or are not capable of providing the services needed, ensuring the continuity of care for the patient and the maximization of healthcare resources. VA may use this authority to provide needed non-VA care using community resources, such as private physicians or community hospitals. Care provided under VA’s authority in 38 U.S.C. 1703 is usually referred to as the Non-VA Care program.



Schuyler Heim Bridge Construction - Falsework/Trestle/Barge Lighting Diagram



Note: Stage 2 work
April, 2014 → Sept, 2015

The upstream and downstream sides of the trestle and falsework shall be lighted, at night, with steady burning all round red lights, spaced 25 feet apart.

ELEVATION VIEW
Stage 1 shown
43' VERTICAL CLEARANCE @ MEAN HIGH WATER

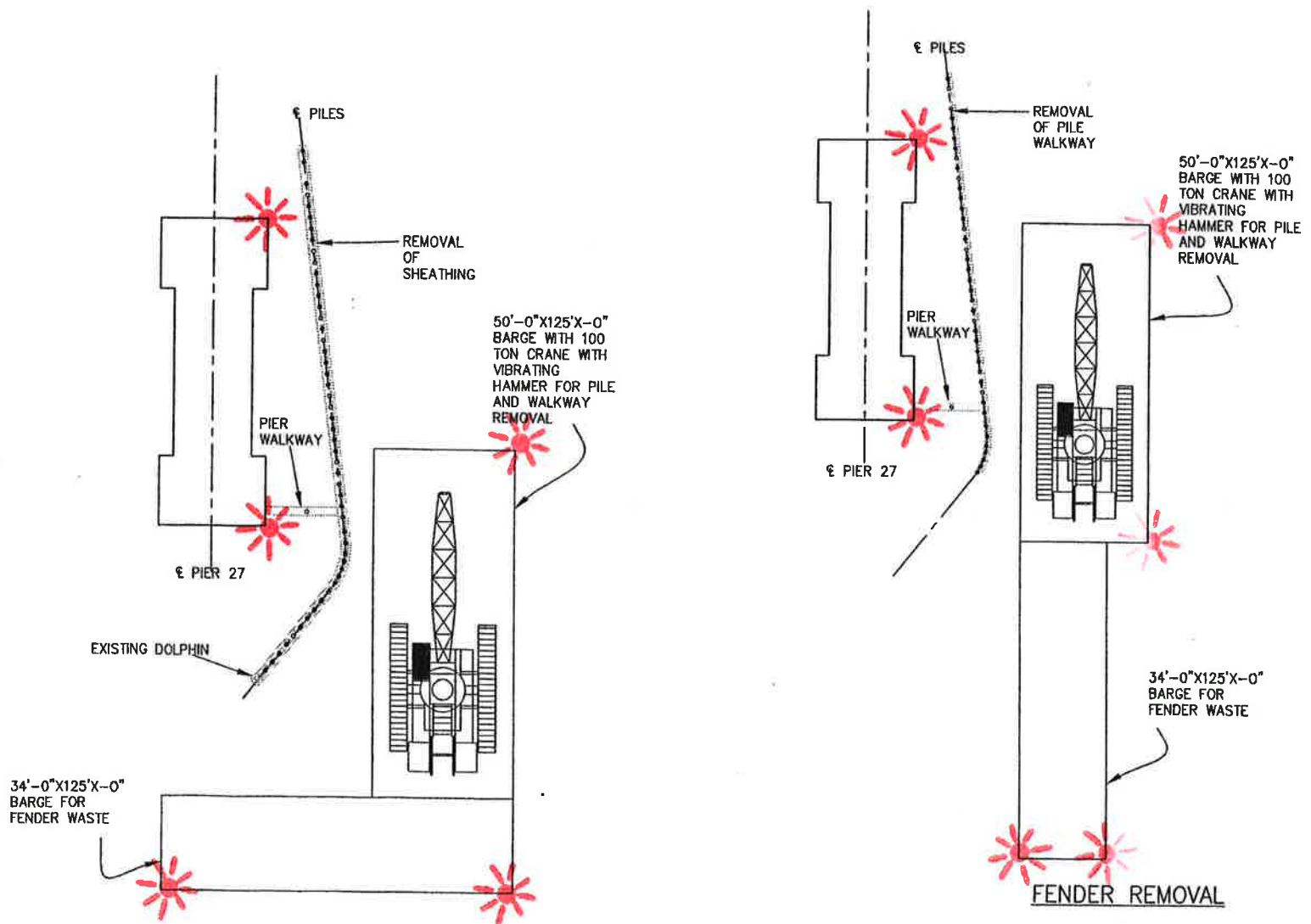
Each outboard corner of the moored barge shall be lighted at night with steady burning all round red lights.

BARGE/PIER LIGHTING DIAGRAM

COMMODORE SCHUYLER HEIM REPLACEMENT PROJECT

MILE 4.9, CERRITOS CHANNEL

The channel-ward corners of each barge and the upstream and downstream channel-ward ends of each exposed bridge pier shall be lighted at night with steady burning red lights, visible at 1,500 yards by approaching vessels. The lights on the exposed bridge piers shall be mounted at least 1 foot above the 100 year flood mark.



**U.S. COAST GUARD
REPORT OF DELAY AT DRAWBRIDGE
PER 33 CFR 117.5**

BRIDGE NAME _____ DATE _____

MILE _____ WATERWAY _____

1. Name/ Type of Vessel _____ Direction of Travel _____

2. Vessel Owner (Name) _____

(Address) _____

3. Name of Pilot (if applicable) _____

(Address) _____

4. Time vessel signaled for bridge opening _____

5. Location of vessel when signal was given _____

6. Time and location of vessel when delay began _____

7. Method of signal for bridge opening () Radio () Sound () Visual

(If sound or visual signal was used, specify _____)

8. Time bridge operator acknowledged signal _____

9. Method of bridge operator acknowledgement () Radio () Sound () Visual

(If sound or visual signal was used, specify _____)

10. Did bridge operator acknowledgement indicate the bridge

() Could be opened immediately

() Could not be opened immediately

11. If land traffic crossed the bridge:

Time land traffic started across the bridge _____

Time land traffic stopped crossing the bridge _____

Did land traffic stop on the bridge? _____

Duration land traffic stopped on the bridge _____

12. Time drawbridge opened for navigation _____

14. Additional comments _____

I certify the above information is true to the best of my knowledge and understand this statement may be used by the U.S. Coast Guard in levying fines against the bridge owner.

Signature _____

Telephone _____

Mariners may complete and send via fax or mail to:

USCG D11(dpw) Bridge Administration

Building 50-2

Coast Guard Island

Alameda, CA 94501-5100

Cellular: (510) 219-4366, Work Phone: (510) 437-3516

Work Fax: (510) 437-5836

Mariners are reminded not to require bridge openings for appurtenances nonessential to navigation, per 33 CFR 117.11